

PENNSYLVANIA FISH AND BOAT COMMISSION AIDS TO NAVIGATION POLICY MANUAL



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INTRODUCTION

The Commonwealth of Pennsylvania provides almost limitless opportunities for the recreational boater. Pennsylvania has over 45,000 miles of rivers and streams. These range from headwaters that are only navigable during spring rains to the major river systems such as the Susquehanna that provides hundreds of miles of boatable waters throughout most of the year. The Commonwealth has 76 natural lakes that provide 5,266 acres of flatwater. Over 2,300 ponds and lakes have been constructed creating an additional 200,000 acres of boatable waters. Sixty-three miles of Lake Erie shoreline open up the Great Lakes to Pennsylvania boaters. There are over 800 square miles within Pennsylvania's boundaries. The Delaware River provides 56 miles of tidal waters within the state and provides access to the Atlantic Ocean.

Unlike the roads and highways we drive on, the waterways in Pennsylvania do not have road signs that tell us our location, the route or distance to a destination, or hazards along the way. Instead, the waterways have aids to navigation, which includes buoys, lights, markers, and signs. The Pennsylvania Aids to Navigation System has been developed to indicate safe boating channels by marking the presence of either natural or artificial hazards. The system is designed to satisfy the needs of all types of small boats, and it supplements and is generally compatible with the U.S. Aids to Navigation system.

Floating structures including water ski ramps, docks, and swim platforms are popular recreational facilities on Pennsylvania waterways. The Pennsylvania Aids to Navigation Program provides for the permitting of these structures to ensure that they are placed and marked in a safe manner.

The Pennsylvania Fish and Boat Commission has developed this manual to provide guidelines concerning aids-to-navigation. This manual is not intended to replace any existing regulations, but to supplement established ones.

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CONTENTS

1. Purpose.

- 1.1. The purpose of this document is to prescribe the conditions under which the Pennsylvania Fish and Boat Commission (Commission) may regulate aids to navigation, including regulatory markers owned by state, local governments, individuals, corporations, or organizations in navigable waters of the Commonwealth of Pennsylvania not marked with aids by the Federal Government, and to bring a uniform system of aids to navigation into conformance with the U.S. Aids to Navigation System. (See Appendix I).
- 1.2. This manual describes general characteristics of the Pennsylvania Aids to Navigation System, in accordance with [33 CFR 66.10](#). It also details policies and procedures employed by the Commission in establishing, maintaining, operating, changing, or discontinuing state aids to navigation.
- 1.3. The Commission permits, maintains, and enforces various aids to navigation consisting of buoys (lighted and unlighted), daymarks, and warning signs which are designed to assist the boater. The aids to navigation system is not intended to identify every hazard or obstruction to navigation which exists in the waters of the Commonwealth but provides for reasonable marking of these areas. The primary objective of the aids to navigation system is to mark navigable channels and waterways, and to warn boaters of dangers and obstructions in areas of general navigation.

2. Definition of Terms.

- 2.1. Aid to Navigation (ATON). Any device external to a vessel intended to assist a boater in determining position, safe course, or to warn of dangers or obstructions.
- 2.2. Direction of Buoyage. In a river, the direction of buoyage is towards the river's source; in a harbor, the direction of buoyage is into the harbor from the sea.
- 2.3. Floating Structure. Objects in or on the surface of the water including, but not limited to: ski ramps or jumps, floating docks, and swim rafts or platforms are classified as floating structures.
- 2.4. Pennsylvania Aids to Navigation System. The system of private aids to navigation, including regulatory markers, that mark the presence of either natural or artificial hazards.
- 2.5. State Administrator. The State Administrator having power under the [PA 30 § 303.\(b\)1](#) and in conformance with [66 CFR.05-20](#). to regulate, establish, operate, or maintain aids to navigation on waters over which Pennsylvania has jurisdiction.

- 2.6. State Aids to Navigation. All private aids to navigation operated in state waters whether owned by state, political subdivisions thereof, or by individuals, corporations, or organizations. State Aids are permitted by the Commission.

3. General.

- 3.1. The Pennsylvania Aids to Navigation System was developed to convey to the small vessel operator, in particular, information about either natural or artificial obstructions, or hazards and marking restricted or controlled areas. The Pennsylvania Aids to Navigation System shall be used in those navigable waters of the Commonwealth which have been designated as State waters.
- 3.2. The Pennsylvania Aids to Navigation System consists of:
 - 3.2.1. Regulatory markers to indicate to a vessel operator the existence of hazards as well as areas which are restricted or controlled, such as slow / no-wake zones and areas dedicated to a particular use, or to provide general information and directions; and
 - 3.2.2. A system of aids to navigation to mark channels and obstructions; and
 - 3.2.3. A distinctive color scheme for mooring buoys.

4. Information and Regulatory Markers.

Information and Regulatory Markers are used to alert the boater to various warnings or regulatory matters. These marks have orange geometric shapes against a white background. (See Appendix I) The meanings associated with the orange shapes are as follows:

- 4.1. A vertical open-faced diamond signifies danger.
- 4.2. A vertical diamond shape having a cross centered within indicates that vessels are excluded from the marked area.
- 4.3. A circular shape indicates that certain operating restrictions are in effect within the marked area.
- 4.4. A square or rectangular shape will contain directions or instructions lettered within the shape,

5. Daymarks and Buoys.

- 5.1. Daymarks are aids to navigation that are permanently affixed to bridges, bridge piers, docks, or other structures on land or in the water. They may also be placed on structures specifically constructed for the purpose of mounting the daymark such as pilings or towers.
- 5.2. Daymarks are colored geometric shapes which make them readily visible

and easily identifiable against background conditions. Generally, the daymark conveys to the boater, during daylight hours, the same significance as does the buoy.

- 5.3. Vessels should not pass daymarks close aboard due to the danger of collision with structure foundations or the obstruction/danger marked by the aid.
- 5.4. Buoys are floating aids to navigation and are used extensively throughout the Commonwealth. They are moored to the bottom of a waterway by anchors with chain or rope of various lengths.
- 5.5. Buoy types:
 - 5.5.1. Can buoys are cylindrical in shape.
 - 5.5.2. Nun buoys are tapered, conical shape.
 - 5.5.3. Pillar buoys have a wide cylindrical base supporting a narrower superstructure.
 - 5.5.4. Spherical buoys are round.
- 5.6. Boaters attempting to pass a buoy close aboard risk collision with the buoy, the buoy's mooring, or the obstruction which the buoy marks.
- 5.7. Boaters should never rely solely on buoys for determining their position due to factors limiting the buoys' reliability. Prudent boaters will use common sense, local knowledge, navigational charts/maps, and landmarks. Buoy positions vary in reliability because:
 - 5.7.1. Positions represented on maps and charts are approximate due to practical limitations of positioning and the degree of accuracy of the chart or map.
 - 5.7.2. Buoy moorings vary in length but must be longer than the depth of the water in which the buoy is placed. This "slack" allows the buoy to move in a circle around the anchor.
 - 5.7.3. Environmental conditions, such as wind, current and fluctuating water depth, may shift buoys off their assigned positions. Buoys may also be dragged off station, sunk, or capsized by a collision with a boat or floating debris.

6. Lateral Markers.

- 6.1. Lateral markers define the port and starboard sides of a route to be followed. They may be either buoys or daymarks.
- 6.2. Sidemarks are lateral markers which advise the boater to stay to one side of the mark. Their most frequent use is to mark the limits of

channels; however, they may be used individually to mark obstructions outside of defined channels.

- 6.3. Port hand markers indicate the left side of channels when proceeding in the Conventional Direction of Buoyage. Buoys are green (black) can or pillar buoys.
- 6.4. Starboard hand markers indicate the right side of channels when proceeding in the Conventional Direction of Buoyage. Buoys are red can, nun, or pillar buoys.

7. Safe Water Markers.

Safe water markers indicate that there is navigable water all around the marker. They are often used to indicate fairways or midchannels. Safe water markers are colored with red (black) and white vertical stripes. Buoys may be can, spherical or pillar shape. Boaters must still maintain a proper lookout and not assume the water is “safe”.

8. Special Markers.

Special markers are intended to indicate special areas. They may be used, for example, to mark anchorages, cable or pipeline areas, traffic separation schemes, etc. Special markers are colored solid yellow.

9. Mooring Buoys.

Mooring buoys are white with a blue horizontal band. This distinctive color scheme is recommended to facilitate identification and to avoid confusion with other aids to navigation.

10. Color Schemes and Numbers.

- 10.1. All solid red and solid green (or black) aids are numbered with red aids bearing even numbers and green (or black) aids bearing odd numbers. The numbers on each increase when heading into a harbor. Numbers are kept in approximate sequence on both sides of the channel by omitting numbers where necessary.
- 10.2. Aids to navigation may be fitted with light-reflecting material to increase their visibility during periods of darkness. The color of this material will convey the same significance as the aid, (i.e.: red reflective material will be on red buoys and green reflective material will be on green buoys). Numbers may be marked with white reflective material.

11. Light Characteristics.

Lights on aids to navigation with lateral significance are differentiated by color and rhythm. When proceeding in the Conventional Direction of Buoyage, aids to navigation, if lighted, display light characteristics as

follows:

- 11.1. Green (or white) lights mark port (left) sides of channels and locations of wrecks or obstructions which are to be passed by keeping these lights on the port (left) side of a vessel when proceeding in the Conventional Direction of Buoyage.
- 11.2. Red (or white) lights mark starboard (right) sides of channels and locations of wrecks or obstructions which are to be passed by keeping these lights on the starboard (right) side of a vessel when proceeding in the Conventional Direction of Buoyage.
- 11.3. Yellow lights have no lateral significance.

12. Light Rhythms.

- 12.1. Aids with lateral significance display regularly flashing or regularly occulting light rhythms. Ordinarily, flashing lights (frequency not exceeding 30 flashes per minute) will be used.
- 12.2. Safe Water Marks display a white Morse Code "A" rhythm (short-long flash).
- 12.3. Special Marks display yellow (or white or amber) lights with fixed or slow flashing rhythm.
- 12.4. Information and Regulatory Marks display white lights of various rhythms.
- 12.5. For situations where lights require a distinct cautionary significance, as at sharp turns, sudden channel constrictions, wrecks, or obstructions, a quick flashing light rhythm (60 flashes per minute) may be used.

13. Public Participation in the Aids to Navigation System.

- 13.1. The public may recommend changes to existing aids to navigation, request new aids or the discontinuation of existing aids, and report aids no longer necessary for boaters' safety. These recommendations and reports should be sent to the Pennsylvania Fish and Boat Commission, Bureau of Boating, P.O. Box 67000, Harrisburg, PA 17106-6700.
- 13.2. Recommendations, requests, and reports should be documented with as much information as possible to justify the proposed action.
- 13.3. A chart or map describing the actual or proposed location of the aid(s) and a description of the action requested or recommended should be included.
- 13.4. Requests for additions or changes to existing Aids to Navigation

should be supported by statements and/or petitions. Petitions and statements must include the petitioners' signature. Petitioners must be at least 18 years of age.

14. Procedure for Reporting Aids to Navigation Discrepancies.

- 14.1. It is not possible to ensure that every aid is operating properly and on its assigned position at all times. Boating safety will be enhanced if persons finding aids missing, sunk, capsized, damaged, off station, or showing characteristics other than those known, promptly report them to the Commission.
- 14.2. When making the report to the Commission, the individual should ensure that correct geographical information is used as well as any other pertinent information to determine if the aid is to be replaced, repaired, or put back on station.

15. Anchorage Areas.

Anchorage areas which have been defined and established by the Commission are set forth in [PA 58 § 111](#) of the Fishing and Boating Regulations.

16. Control Zones.

The Commission or the Executive Director acting under [PA58 § 113.3](#) (Aids to Navigation and Obstructions to Navigation), may establish or authorize the establishment of control zones. Established control zones will be indicated by control signs, markers, or buoys erected at the beginning and end and at appropriate intermediate points as directed by the appropriate Commission officer. It is unlawful for boats to be operated in a manner contrary to, or at speeds in excess of these posted control signs.

17. Buoys Marking Wrecks.

Buoys marking wrecks may be lighted and placed on the channel side of the wreck and as near to the wreck as conditions will permit. Wreck buoys are solid red or green (black) if they can be safely passed on only one side, a solid yellow buoy otherwise.

18. Marking and Notification Requirements for Wrecks.

The owner of a vessel, raft or other craft which has sunk in Commonwealth waters is required to notify the Commission within 24 hours. The owner is also required to mark the hazard with a buoy or daymark during the day and with a light at night as the Commission directs.

19. Duration of Marking on Sunken Vessels in Commonwealth Waters.

- 19.1. Markings determined to be required shall be established and maintained until:

19.1.1. The wreck is removed; or

19.1.2. Otherwise directed by the Commission.

20. Markings for Marine Events and Regattas.

- 20.1. For the purpose of protecting life and property; the Commission may authorize the establishment of aids to navigation to mark permitted marine events and regattas. For marine events and regatta regulations, see, [PA 58 § 109.6](#) of the Fishing and Boating Regulations. A copy of the [Application for Permit for Special Activities \(PFBC-500\)](#) is included in Appendix II.
- 20.2. All aids to navigation require a permit. The aids must be installed and removed in accordance with the permit. The sponsors of the regatta or marine event will furnish all markers desired at no expense to the Commission. The Commission will review their placement but will assume no responsibility for them. It is the sole responsibility of the sponsor for placement, condition, and removal.
- 20.3. The establishment of any aids to navigation for the purpose of marking a marine event or regatta will be normally limited to no more than two days prior to the event and two days after.

21. Basic Provisions.

- 21.1. No person or entity, exclusive of the federal government, shall establish and maintain, discontinue, change, or transfer ownership of any aid to navigation without first obtaining permission to do so from the Commission. Such aids and markers shall be in full conformance with the Pennsylvania Aids to Navigation System. [58 PA § 113](#)
- 21.2. The Commission's authorization of a private aid to navigation does not authorize any invasion of private rights, nor grant any exclusive privileges, nor does it obviate the necessity of complying with any other federal, state, or local laws or regulations.
- 21.3. No person shall moor or fasten any watercraft to an authorized and lawfully placed buoy, beacon, or bridge except in an emergency.
- 21.4. It is unlawful for an unauthorized person to move, tamper, or injure a State or Federal aid or marker.

22. Application Procedure - Permits.

Requests to establish and maintain buoys, floats, slalom course, ski ramps, or other floating structures by clubs, individuals, state agencies, municipalities, and other groups shall be submitted via [Application for Permit to Install](#)

[Floating Structures and Private Aids to Navigation \(PFBC-277\)](#). An approved permit does not provide exclusive privileges, nor does it eliminate the necessity to comply with other Federal or State permitting requirements.

23. Characteristics of Aids to Navigation.

The characteristics of a private aid to navigation shall conform to Pennsylvania System of Aids to Navigation characteristics described in this policy manual.

24. Display of Permit Numbers.

All structures, buoys, floats, slalom courses, ski ramps, etc. permitted shall display the permit number in characters at least 3 inches in height in a position where it may be easily observed by an officer empowered to enforce this section.

25. Duration of Permit.

Permits for the placement of floating structures and private aids to navigation may be authorized for a period not to exceed 3 years, unless sooner terminated by the Commission. Permits for private individuals are one year in length.

26. Lighting of Floating Structures.

All floating structures (ski ramps, floating docks, swim platforms, etc.) shall be lighted between sunset and sunrise and during periods of restricted visibility if the placement of such structure is deemed to be a hazard to navigation. Each structure shall show at least one white light visible all around the horizon for a distance of at least one mile with a characteristic of flashing or occulting. The word "visible" shall mean visible on a clear, dark night.

27. Responsibility of Permittee.

Permittees are solely responsible for the purchase, placement, and maintenance of private aids to navigation placed in Commonwealth waters under the provisions of [PA 58 § 113.5](#). Private aids to navigation are solely the property of the permittee and are not the property of the Commission or the Commonwealth. The permittee shall be solely responsible for any claims arising out of or related to the placement or maintenance of private aids to navigation. The permit will contain appropriate terms and conditions setting forth the responsibility of permittees.

28. Maintaining of Structure or Aid.

All floating structures or private aids to navigation must be maintained by the permittee in accordance with permit requirements. If for any reason during the boating season the structure or private aid is not in place, the permittee is required to notify the Commission in writing within five days,

advising the status of the structure or marker.

29. Transfer of Permit.

Aids to Navigation permits are not transferrable. The party relinquishing responsibility for maintenance of the private aid to navigation shall advise the Commission in writing. The party accepting responsibility must submit a new application. In the event of death, the person accepting responsibility must advise the Commission in writing within thirty days.

30. Inspection.

All private aids to navigation or floating structures (buoys, floats, slalom course, ski ramps,) shall be maintained in proper operating condition. They are subject to inspection by the Commission at any time and without prior notice.

31. Accidents Involving Aids or Markers.

Accidents involving an aid or marker must be reported to the Commission within five days after such occurrence. Accidents resulting in death, disappearance or injury requiring medical treatment beyond first aid must be reported in 48 hours utilizing a Boating Accident Report PFBC 260. A copy is included as Appendix IV.

32. Reliance on Location of Aids and Markers.

Because aids and markers are liable to be carried away, shifted, capsized, sunk, tampered with, or otherwise rendered inoperative, the Commission shall not be responsible for displaced or nonfunctioning aids or markers.

33. Discontinuance of Aids.

Discontinuance of any state or private aids to navigation, excluding Federal Government aids, may be affected by order of the State Boating Law Administrator.

34. Installation and Removal of Floating Aids and Structures.

All floating aids and structures on Commonwealth waters, excluding federal government aids, shall be installed, and removed in accordance with the provisions of its permit.

35. Unpermitted Aids to Navigation.

Unpermitted buoys and buoys in violation of current permit provisions shall be removed by the owner upon order of the Commission. If they are not removed, the Commission will remove or order their removal. The owner will be held responsible for the costs of the removal, in addition to payment of fines resulting from violation of this section.

36. Swim Area Requirements.

All swim area markings shall be selected for maximum visibility. Standard Boats Keep Out buoys and/or signs will be used to define swim areas permitted by the Pennsylvania Department of Health.

37. Slalom Course Buoy Requirements.

- 37.1. Color of buoys shall be selected for maximum visibility.
- 37.2. Boat guide buoys within the slalom course shall be fluorescent yellow and the end gates and slider buoys shall be fluorescent red or fluorescent orange.
- 37.3. Slalom buoys shall be spherical, with a minimum diameter of 8 3/4 inches and a maximum diameter no larger than 14 inches. They shall be made of foam, plastic or rubber designed to be used as a water marker.
- 37.4. Buoys shall be fastened so that 1/4 to 1/2 of their volume is below the water line and fastened by means of a tensioning device (concrete building blocks, poured concrete anchors, etc.).

38. Ski Ramp Requirements.

- 38.1. Ramp Markings: 6.4m and 6.7m (21 feet and 22 feet) length markings, clearly identified, shall be placed on the aprons and/or the ramp surface so that they are readily visible. Extra marks, if identified, are allowed and desirable.
- 38.2. Color Specifications: Ramp aprons and ramp surface shall be of different colors, both of which shall be different from the water surface.
- 38.3. Anchor Choices: Ramps are to be securely attached to the bottom of the waterway with an appropriate anchor suitable to the situation. Anchor choice should be made to prevent ramp from being carried away, shifting, or drifting into the main boating channel.

39. Responsibility of Permittees for Ski Ramps and Slalom Courses.

Permittees are solely responsible and liable for placement and maintenance of ski ramps and slalom courses placed in Commonwealth waters under the provisions of the permit issued.

40. Determination of Marking Necessity and Type of Marking to be Used.

- 40.1. In determining the necessity and type of marking to be used in the interest of boating safety, the Commission considers, but is not limited to, the following criteria:
 - 40.1.1. The type of danger or hazard that exists (ex: shoal, rock, dam, etc.); and

40.1.2.Quantity, use, capacity, and value of vessels involved; and

40.1.3.The extent that vessels traverse the area under consideration:

40.1.3.1. Seasonally

40.1.3.2. by day

40.1.3.3. by night

40.1.4. Proximity of the aid recommended to other aids to navigation in the area; and

40.1.5. Potential boating accidents as a result of the reported danger or hazard.

41. Requirements for Construction, Engineering, Excavation, or Other Projects Affecting Pennsylvania Waterways.

41.1. ATON Plans.

Any entity conducting a project affecting, or potentially affecting, navigation on any Commonwealth waterway used by boaters, shall submit an ATON Plan to the Commission ATON Manager. Directions for writing and submitting a plan are contained in [PFBC Guidelines for Aids to Navigation \(ATON\) Plans](#) which can be found on the Commission's website.

41.1.1. Signage. Appropriate signage marking the area of the project are required in all cases. Signs shall conform to the following criteria:

41.1.1.1. Material: 0.080 gage aluminum or similar material

41.1.1.2. Color: Orange and or black markings on a contrasting white background

41.1.1.3. Reflectiveness: reflective material is required for both sign markings and background.

41.1.1.4. Location: Signs shall be placed 200 feet upstream and downstream of the construction area. In the event there is no exposed bank on either side of the waterway signs may be placed on other structures such as bridges or trees to ensure notification is made to boaters.

Sample signage is included in Appendix V of this manual.

41.1.2. Buoys.

Buoys are required whenever a project creates an obstruction or navigational hazard in the waters of the Commonwealth used by boaters.

41.1.2.1. Buoy type and construction: Standard Buoys are 9 inch white and contain internal ballast. Buoys shall conform to the type and style as pictured and described in Appendix VI of this manual.

41.1.2.2. Shallow water buoys: in the event that the project under consideration is in an area of shallow water that makes the buoy type described in 41.1.2.1 impractical, the project coordination shall contact the Commission ATON coordinator for guidance.

41.1.2.3. Buoy markings: Buoys shall be marked with hazard markings congruent with the signage for the hazard they mark.

41.1.2.4. Permit marking: Buoys shall be permitted through use of [Application to Install Floating Structures or Private Aids to Navigation PFBC-277](#). Buoys shall be permanently marked with the permit number issued by the Commission. The permit marking shall be of sufficient size to be easily seen by inspecting officers, and in an easily visible site on the buoy.

41.1.2.5. Lighting requirements: Buoys marking hazards during hours of darkness shall be lighted. Lights shall be displayed at all times between the hours of sunset and sunrise, local time, commencing at the time the hazard is created.

41.1.2.6. Lighting not required: When lights are in use for general illumination to facilitate the project for which ATON is placed and can be seen from any angle of approach at a distance equal to that prescribed for the obstruction lights for the project, the actual operation of obstruction lights also will not be required.

41.1.2.7. Buoys not required: Buoys are also not required when waived by the Commission ATON Manager.

41.1.3. Portage.

A portage shall refer to an accommodation to permit

passage for boaters around an obstacle.

41.1.3.1. A portage shall be required when a project being conducted over a Commonwealth waterway creates an obstruction or significant hazard which, in the Commission's judgment, would not permit boating passage. Additionally, any project which closes a waterway for any period of time also requires a portage.

41.1.3.2. A portage shall consist of a path around the obstruction reasonably traversable by persons carrying a boat. Portages shall be over public lands or lands under the control of the project owner. Under no circumstances should a portage place the boater in danger.

41.1.3.3. Portage areas shall be marked with signage as outlined in [Guidelines for PFBC Aids to Navigation \(ATON\) Plans](#), Appendix VII.

41.1.4. Bridges.

Construction projects over Commonwealth waterways utilized by boaters shall provide clearance for safe passage.

41.1.4.1. Bridge clearance over waterway requirements should be in accordance with the specification of the construction permit issued for the project by that entity with the power to issue construction permits in each instance of construction.

41.1.4.2. Minimum bridge clearance for waterways that pass through the Commonwealth but are federally navigable waterways are determined by federal authorities. Persons with questions regarding bridges over federally navigable waterways should contact the Coast Guard Sector or Marine Safety Unit responsible for the area of the project in question.

41.1.4.3. Lists of federally navigable waters are maintained by the US Army Corps of Engineers at the District level. In Pennsylvania see:

[Philadelphia District](#)

[Pittsburgh District](#)

41.1.5. Safety boats.

- 41.1.5.1. In the event that boats are used to create a safety zone during a temporary project that is only active during daylight hours and leaves no obstructions in the water, no buoys will be required for that project.
- 41.1.5.2. Safety boats shall be on station during the entirety of the operational period of the project. Safety boats shall be assigned no other duties except maintaining the safety zone around the project and assisting someone in distress.
- 41.1.5.3. At least one safety boat shall be stationed approximately 200 feet upstream and downstream from the project. There shall be no less than two boats per project unless otherwise specified by the Commission ATON Manager.
- 41.1.5.4. Safety boats and their operators should be clearly visible. Reflective clothing similar to that used by road construction workers, is recommended. The wearing of personal flotation devices by boat operators and crew is highly recommended. Safety boats must comply with all federal and state boating regulations which are summarized in the [Pennsylvania Boating Regulations Recap](#).

41.1.6. Coast Guard ATON Jurisdiction

- 41.1.6.1. In the event an ATON plan is submitted for a project on a federally navigable waterway as listed in section 41.1.4.2 within the borders of Pennsylvania, the submitter shall be directed to contact the Coast Guard Sector for the area in which the project is being conducted.
- 41.1.6.2. The project manager shall be required to obtain documentation of federal assumption of responsibility for ATON associated with a project. Documentation shall be provided to the Commission's ATON Officer and shall be maintained retained similarly to other ATON plans approved by the Commission.

41.1.7. Waterway Closures

41.1.7.1. Waterway closures should be avoided if at all possible. If it is not possible to avoid a closure, the duration shall be reduced to the minimum safe period required to complete the work and, where possible, a portage around the affected area shall be established and appropriately marked. (See section 41.1.3 Portage.)

41.1.7.2. In the event that a waterway closure is required for the completion of a project, the project manager shall request that a closure be granted and shall provide the following details as part of their submitted ATON plan.

- Name of the waterway to be closed
- County in which the closure will occur
- Geographic description of location of closure including Township in which the closure will occur
- Estimated dates and times of the closure
- Reason for the closure
- Steps taken to mitigate the impact of the closure on boaters
- Steps taken to ensure that boaters are aware of the closure and directed away from or around it

41.1.7.3. Project managers may be provided with specific guidelines regarding what steps are required to manage the closed waterway.

41.1.7.4. The project manager shall contact the Commission ATON manager not less than two weeks before the actual closure to confirm actual closure dates.

41.1.7.5. In the event a project impacts navigation on a designated Water Trail, the project manager shall notify the appropriate Water Trail Manager(s) at the time the ATON plan is approved and again not less than two weeks before the date of impacts. The Commission shall provide Water Trail Manager contact information at the time of ATON plan approval.

42. Low head or “Run of the River” Dams.

The following provisions are applicable to all dams including privately owned structures, county or municipally owned dams, or dams owned by any other entity including lake associations or corporations.

42.1. Signage: Low head dams shall be marked with signage indicating the presence of the dam and warning boaters, swimmers, and waders to stay away.

42.1.1. Exclusion Signage: Exclusion signage is required for dams 200 feet or greater in length. Signs must be a minimum of 4 feet by 4 feet consisting of black or orange lettering with a contrasting white reflective background, placed 200 feet upstream of the dam and 100 feet downstream of the boil. It is recommended that signs be constructed of 0.080-gauge aluminum. Signs must state the penalty for persons who enter “an exclusion zone marked under the provisions of this section”. Sample signs are contained in Appendix V of this manual.

42.1.2. Warning signage: Owners must post and maintain at least two general warning signs, one facing upstream and one downstream. Owners will post these signs so that individuals walking, boating, swimming, wading, or fishing near the dam are made aware of the dangers of activities in the immediate vicinity of the dam. Warning signs shall only be used in lieu of exclusion signs where the dam is entirely under the control of one owner, or all owners agree, and areas at and near the dam are sufficiently controlled to exclude the public. A written certification signed by the dam owner(s) attesting to the fact that areas at and near the dam are sufficiently safe and controlled and that it is unnecessary to exclude the public from these areas must be submitted to the Commission’s Bureau of Boating. The owner shall assume responsibility and liability for all consequences of such a determination. To avoid confusion, warning signs and exclusion signs shall not both be used at concurrently at one site. Sample signs are contained in Appendix V of this manual.

42.1.3. Buoys: The owners of dams 200 feet or more in length are required to install buoys on the upstream and downstream side of dams when the normal water low level is 3 feet or greater in depth as recorded by the US Geological Survey gage nearest to the location of the dam. Buoys will be installed and maintained at a minimum of 200 feet on the

upstream side. The downstream buoys must be installed at least 100 feet downstream of the maximum boil line. Exception to this rule requires specific approval of the Commission. Buoys must be spaced evenly, not more than one hundred fifty feet apart. All buoys, symbols and features will meet the requirements of the U.S. Aids to Navigation system. All buoys will have an orange “diamond w/cross” symbol meaning “Boats Keep Out” and the words “Danger Dam.” Buoys are NOT required for dams less than 200 feet in length but are strongly recommended.

42.1.4. Maintenance:

42.1.4.1. It shall be the responsibility of the permittees and owners of run-of-the-river dams to maintain buoys and signage in the proper location(s), legible condition and during the time periods of the year established by the Commission.

42.1.4.2. When a permittee or owner learns that signs or buoys have been removed, damaged, or defaced, they shall repair or replace the signs or buoys within 30 days unless water conditions during that time make such repair or replacement dangerous to undertake, in which case the dam permittee or owner shall repair or replace the signs or buoys as soon as is reasonably practicable. If a permittee or owner or their agent removes any signs or buoys, they shall have five days thereafter to repair or replace the signs or buoys.

Additional information regarding Run of the River Dam guidelines and safety materials are posted on the Commission’s [Hazards on the Water](#) webpage.

42.1.5. Application:

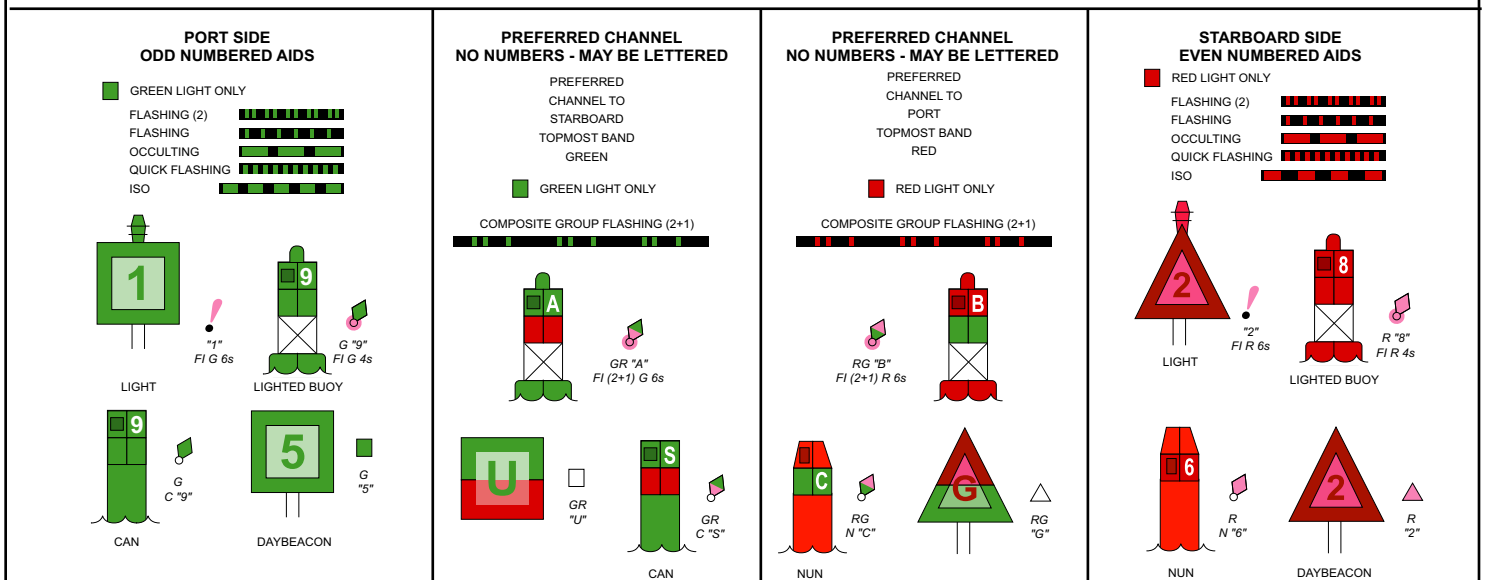
Applications for buoys to mark low head dam shall be submitted via Application for [Permit to Install Floating Structures or Private Aids to Navigation \(PFBC 277\)](#), which is included as Appendix III of this manual.



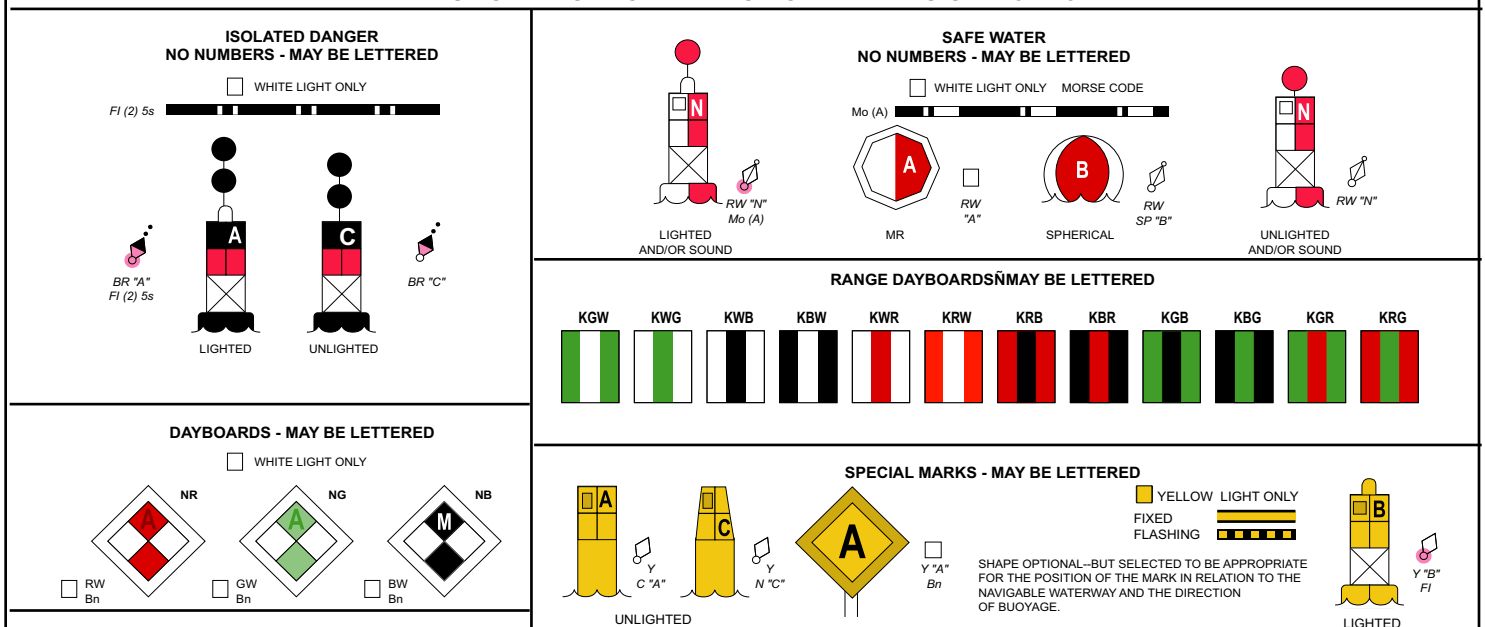
U.S. AIDS TO NAVIGATION SYSTEM

on navigable waters except Western Rivers

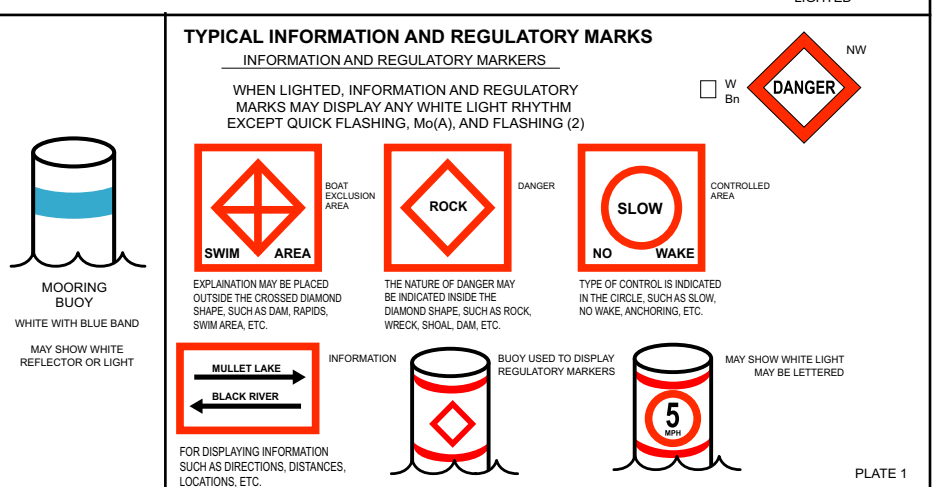
LATERAL SYSTEM AS SEEN ENTERING FROM SEAWARD

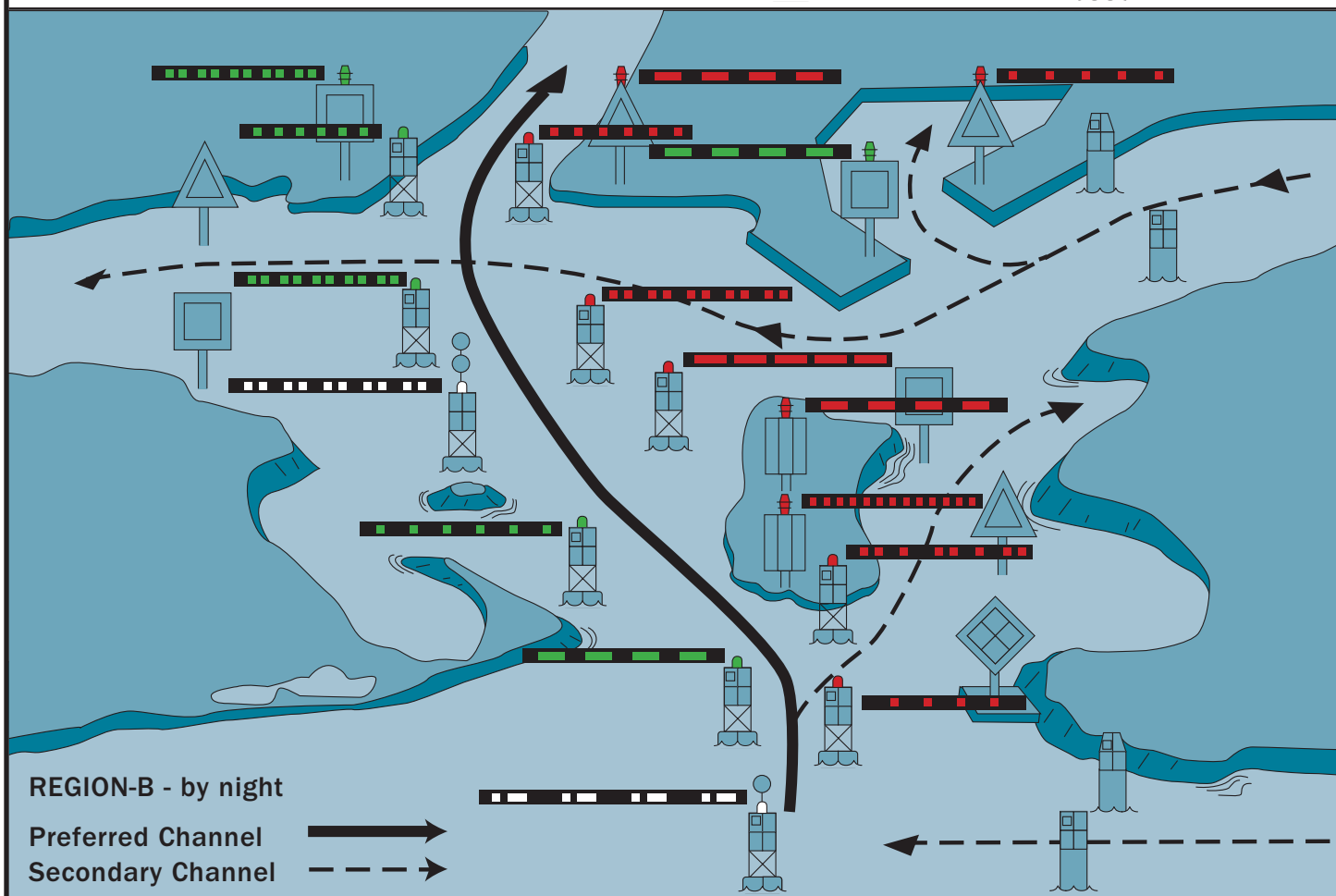
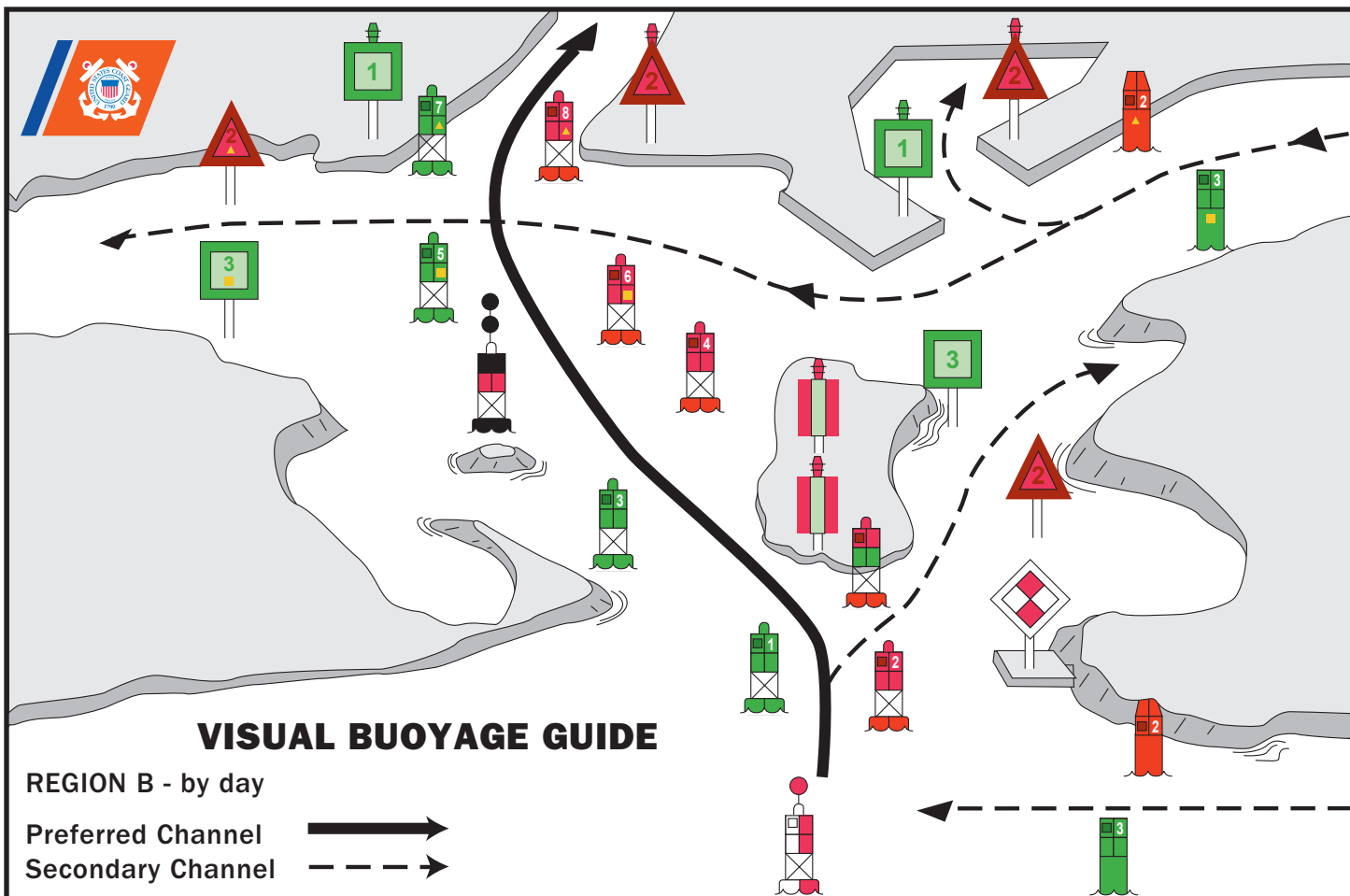


AIDS TO NAVIGATION HAVING NO LATERAL SIGNIFICANCE



Aids to Navigation marking the Intracoastal Waterway (ICW) display unique yellow symbols to distinguish them from aids marking other waters. Yellow triangles indicate aids should be passed by keeping them on the starboard (right) hand of the vessel. Yellow squares indicate aids should be passed by keeping them on the port (left) hand of the vessel. A yellow horizontal band provides no lateral information, but simply identifies aids as marking the ICW.







FICTITIOUS NAUTICAL CHART

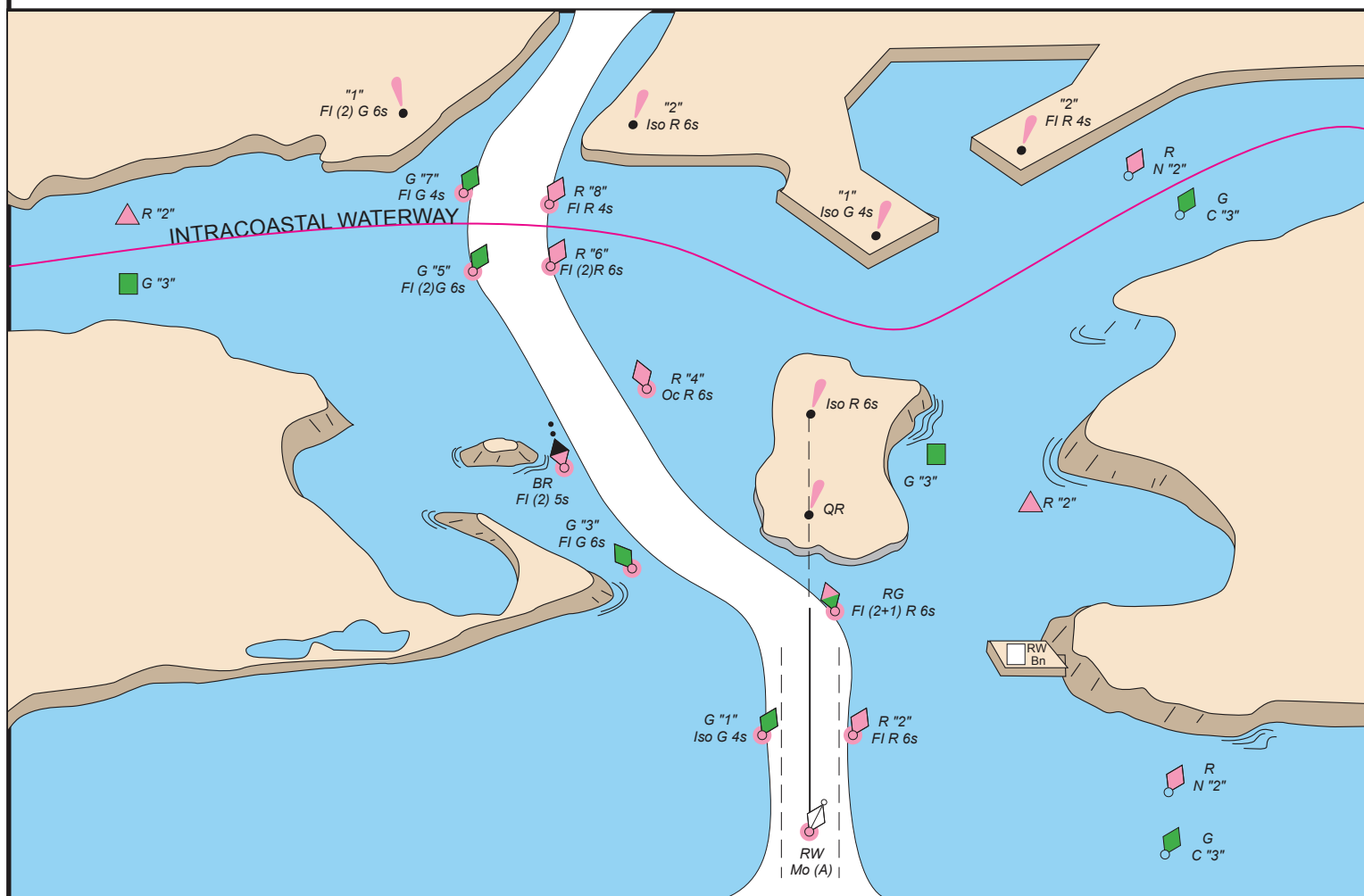


PLATE 3



U.S. AIDS TO NAVIGATION SYSTEM

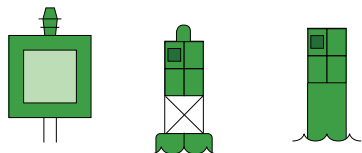
on the Western River System

AS SEEN ENTERING FROM SEAWARD

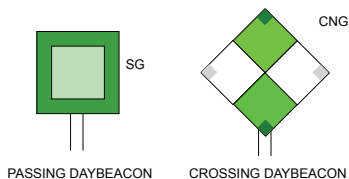
PORT SIDE OR RIGHT DESCENDING BANK

GREEN OR WHITE LIGHTS

FLASHING ISO



LIGHT LIGHTED BUOY CAN



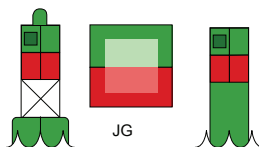
PASSING DAYBEACON CROSSING DAYBEACON



MILE BOARD

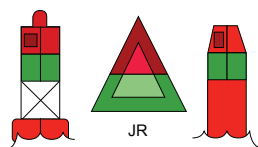
PREFERRED CHANNEL MARK JUNCTIONS AND OBSTRUCTIONS COMPOSITE GROUP FLASHING (2+1)

PREFERRED CHANNEL
TO STARBOARD
TOPMOST BAND GREEN
FI (2+1) G



JG

PREFERRED CHANNEL
TO PORT
TOPMOST BAND RED
FI (2+1) R

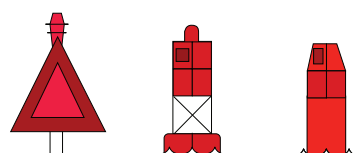


JR

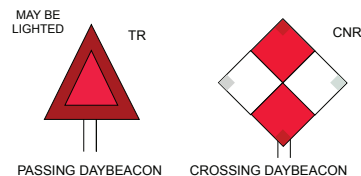
STARBOARD SIDE OR LEFT DESCENDING BANK

RED OR WHITE LIGHTS

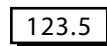
FLASHING (2) ISO



LIGHT LIGHTED BUOY NUN



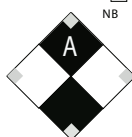
PASSING DAYBEACON CROSSING DAYBEACON



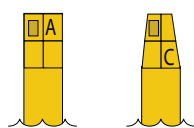
MILE BOARD

DAYBOARDS HAVING NO LATERAL SIGNIFICANCE

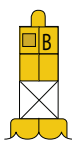
MAY BE LETTERED WHITE LIGHT ONLY



SPECIAL MARKS--MAYBE LETTERED



UNLIGHTED



LIGHTED

SHAPE: OPTIONAL--BUT SELECTED TO BE APPROPRIATE FOR THE POSITION OF THE MARK IN RELATION TO THE NAVIGABLE WATERWAY AND THE DIRECTION OF BUOYAGE.

YELLOW LIGHT ONLY
FIXED FLASHING



MOORING BUOY
WHITE WITH BLUE BAND

MAY SHOW WHITE REFLECTOR OR LIGHT

TYPICAL INFORMATION AND REGULATORY MARKS INFORMATION AND REGULATORY MARKERS

WHEN LIGHTED, INFORMATION AND REGULATORY MARKS MAY DISPLAY ANY LIGHT RHYTHM EXCEPT QUICK FLASHING, Mo(a) AND FLASHING (2)



BOAT EXCLUSION AREA



DANGER



CONTROLLED AREA

EXPLANATION MAY BE PLACED OUTSIDE THE CROSSED DIAMOND SHAPE, SUCH AS DAM, RAPIDS, SWIM AREA, ETC.

THE NATURE OF DANGER MAY BE INDICATED INSIDE THE DIAMOND SHAPE, SUCH AS ROCK, WRECK, SHOAL, DAM, ETC.

TYPE OF CONTROL IS INDICATED IN THE CIRCLE, SUCH AS SLOW, NO WAKE, ANCHORING, ETC.



INFORMATION



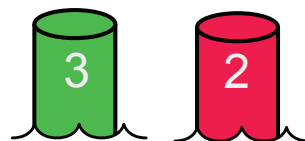
BUOY USED TO DISPLAY REGULATORY MARKERS



MAY SHOW WHITE LIGHT
MAY BE LETTERED

FOR DISPLAYING INFORMATION SUCH AS DIRECTIONS, DISTANCES, LOCATIONS, ETC.

STATE WATERS



INLAND (STATE) WATERS OBSTRUCTION MARK
MAY SHOW WHITE REFLECTOR OR QUICK FLASHING WHITE LIGHT



BLACK-STRIPED WHITE BUOY

Used to indicate an obstruction to navigation, extends from the nearest shore to the buoy. This means "do not pass between the buoy and the nearest shore." This aid is replacing the red and white striped buoy within the USWMS, but cannot be used until all red and white striped buoys on a waterway have been replaced.

PENNSYLVANIA FISH AND BOAT COMMISSION

PFBC-500 (11/2024) Office Use Only	APPLICATION FOR PERMIT SPECIAL ACTIVITIES	Office Use Only PFBC District:
Date to Harrisburg:		# Date Sent:
-- READ REGULATIONS ON PAGE 2 BEFORE COMPLETING THIS FORM--INSTRUCTIONS: Submit one copy to Region Office administering County where event will be held, in accordance with application deadlines listed below.		
1. SPONSORING ORGANIZATION: Please print legibly		2. CONTACT PERSON: (If different than item 1)
Name:		Name:
Address:		Address:
City/State/Zip:		City/State/Zip:
Contact Phone / Email:		Contact Phone / Email:
Date Submitted (see deadlines below):		Signature:

APPLICATION DEADLINES - Note: Permit not required for less than 10 participating, except for use of PFBC property.

1. Fishing Tournaments involving 50 or more boats – October 1 to December 1 of the year prior to year of proposed tournament.
2. Fishing Tournaments involving 49 or less boats or shore fishing – at least 60 days prior to date of proposed tournament.
3. Fishing Derbies – 60 days prior to the date of the derby.
4. Marine Event – 60 days prior to the date of event.
5. Use of Commission Property – 60 days prior to the date of use.
6. Online Catch/Photo/Release (CPR) Tournaments-60 days prior.
7. Fly Fishing Competition – 60 days prior to the date of the event.

EVENT INFORMATION: Indicate n/a (blocks 3-14) if information requested does not apply to this event

TYPE OF EVENT: ☐ Fishing Tournament (50 + boats) ☐ Fishing Derby ☐ On line CPR Tournament ☐ Fly Fishing Competition
 ☐ Fishing Tournament (49 or less boats) ☐ Marine Event ☐ Use of Commission Property

EVENT IS ON: ☐ PFBC Property/Access Area ☐ Children/Special Population Area (see Regulation 5 on page 2)
 ☐ Corps of Engineers Waters ☐ Stocked Trout Waters
 ☐ State Parks Waters ☐ County – or – Utility Company Waters ☐ Wild Trout Waters

3. COUNTY(s)	3a. BODY OF WATER(s)	3b. SIZE OF WATER AREA Stream/River (miles): Pond/Lake (acres):	3c. SPECIFIC AREA(s)
4. DATE(s) TIME(s)	5. NUMBER OF PARTICIPANTS	6. NUMBER OF VEHICLES (parking)	7. RECIRCULATING/AERATED TEMPERATURE CONTROLLED LIVEWELLS BEING USED? <input type="checkbox"/> YES <input type="checkbox"/> NO
8. DESCRIBE ACTIVITY:			9. CULLING REQUESTED? <input type="checkbox"/> YES <input type="checkbox"/> NO See Regulation 6 on page 2 of this permit app. (largemouth, smallmouth & spotted bass only)
10. PRIMARY SPECIES FISHED FOR: IF TROUT ARE BEING STOCKED FOR EVENT, INDICATE WHICH SPECIES BELOW. <input type="checkbox"/> Brook Trout <input type="checkbox"/> Brown Trout <input type="checkbox"/> Rainbow Trout <input type="checkbox"/> Golden Rainbow Trout <input type="checkbox"/> Tiger Trout <input type="checkbox"/> Other	10a. OBTAINED FROM: IF STOCKED TROUT, LIST SPECIFIC NAME OF HATCHERY(S) BELOW.	10b. NUMBER OF FISH STOCKED:	10c. HOW WILL CAUGHT FISH BE DISPOSED OF? <input type="checkbox"/> Immediate Catch and Release <input type="checkbox"/> Live Release <input type="checkbox"/> Killed or Taken
11. WILL BOATS BE USED IN CONJUNCTION WITH THIS EVENT? <input type="checkbox"/> YES* <input type="checkbox"/> NO *If YES, will activity impede flow of traffic or create hazard to other boaters? <input type="checkbox"/> YES** <input type="checkbox"/> NO **If YES, see Regulations 7 and 8 on page 2 of this permit application.		11a. HAS LANDOWNER PERMISSION BEEN OBTAINED FOR THIS EVENT? <input type="checkbox"/> YES <input type="checkbox"/> NO	
12. NUMBER OF BOATS PARTICIPATING:	12a. SIZE AND TYPES OF BOATS:	12b. NUMBER OF SAFETY BOATS:	12c. NUMBER OF SPECTATOR BOATS:
13. IF PRIZES ARE AWARDED, ON WHAT BASIS WILL THEY BE AWARDED? (Regarding additional comments, flyers, etc., see page 2)			14. WILL ENTRY FEES BE CHARGED? <input type="checkbox"/> YES <input type="checkbox"/> NO

OFFICIAL USE ONLY – APPLICANT – DO NOT WRITE BELOW THIS LINE – OFFICIAL USE ONLY

YOU ARE AUTHORIZED TO CONDUCT THE SPECIAL ACTIVITY IN ACCORDANCE WITH THE INFORMATION CONTAINED IN THIS APPLICATION, APPLICABLE REGULATIONS ON REVERSE AND ANY SPECIAL CONDITIONS BELOW OR WHICH MAY BE ATTACHED HERETO.

CULLING AUTHORITY? <input type="checkbox"/> YES <input type="checkbox"/> NO Per Regulation 6 on page 2 of this permit	PERMIT NUMBER:	CATCH REPORT REQUIRED? <input type="checkbox"/> YES* <input type="checkbox"/> NO *Due Date: If YES, send catch report, within 30 days, to: PA Fish and Boat Commission, Division of Fisheries Management, 595 East Rolling Ridge Drive, Bellefonte, PA
--	-----------------------	---

DATE ISSUED: **SIGNATURE:**

ADDITIONAL COMMENTS. Attach any promotional flyer and/or entry blanks to be used in conjunction with this event. Attach a separate sheet for any drawings.
 Note "ATTACHMENT" in this block.

GENERAL PERMIT CONDITIONS

1. This permit does not give any right to property, either in real estate or in material, nor does this permit convey any exclusive privileges, nor shall it be construed to grant or confer any right, title, easement or interest in, to or over any land belonging to the Commonwealth of Pennsylvania, neither does it authorize any injury to private rights, nor any infringement of Federal, State, or local laws or regulations.
2. Permittee will be held responsible for policing the area immediately following its use. Payment of a deposit may be required to ensure that area is restored to its appearance before the event.
3. Permittee agrees to indemnify and save harmless the Commonwealth of Pennsylvania, its officers, agents and employees for any and all claims and losses for personal injuries or property damage to any person, firm or corporation arising out of the exercise of this permit.
4. Tagged fish contests are prohibited on Commission property.
5. Any permit issued for a Children's/Special Population area is valid for a maximum of 60 days.
6. **SPECIAL PERMIT CONDITION WHEN CULLING PERMITTED:** Requires the use of recirculating or aerated temperature-controlled livewells. Instructions on use must be distributed to all contestants and limits fishing hours to no more than nine (9) hours per day. Tournament rules must include a penalty for the return of any dead or distressed fish to the water. **[Applies to largemouth, smallmouth and spotted bass only]**

PERMIT CONDITIONS APPLICABLE TO MARINE EVENTS

7. A Marine Event is any unusual congregation of boats for a specific purpose, including events such as races, rodeos, demonstrations, exhibitions, boat parades, boat-fishing tournaments, etc.
8. This permit does not restrict the area to navigation by others unless specified by special local regulations.
9. If special local regulations are made restricting this area to navigation by event participants only, the sponsor shall ensure that the course is opened periodically to permit the flow of traffic. Spectator craft shall not be allowed within 100 feet of the course while the event is in progress. Sponsor of event must notify local news media of all special local regulations.
10. The sponsoring organization is responsible for the safe conduct of this event. Sufficient safety boats shall be provided for the safety of spectator boats as well as participants.
11. All races, practice runs and other activities authorized by this permit shall be conducted over the prescribed course only or in the prescribed area and within the prescribed time.
12. Buoys, signs or other obstructions to navigation authorized by this permit shall be installed as soon as practicable prior to the event and in no case more than 48 hours before unless specifically authorized. These buoys, signs or other obstructions shall be removed immediately following the event and in no case shall they remain in the water more than 48 hours unless specifically authorized.
13. All boats utilizing Fish and Boat Commission owned or controlled property must have a current, valid registration.
14. All boating accidents involving death, disappearance, injury, requiring medical attention or aggregate property damage in excess of \$2000 shall be reported to the Fish and Boat Commission in the manner prescribed by current regulation.

Area Fisheries Manager/Unit Leader: <input type="checkbox"/> Approved <input type="checkbox"/> Disapproved Date:	Comments or additional conditions:
Waterways Conservation Officer: <input type="checkbox"/> Approved <input type="checkbox"/> Disapproved Date:	Comment or additional conditions:
Regional Manager: <input type="checkbox"/> Approved <input type="checkbox"/> Disapproved Date:	Comments or additional conditions:
DCNR/Corps Engineer/Other: <input type="checkbox"/> Approved <input type="checkbox"/> Disapproved Date:	Comments or additional conditions:
Reviewed by: <input type="checkbox"/> Approved <input type="checkbox"/> Disapproved Date:	Comments or additional conditions:

HARRISBURG OFFICE USE:

APPLICANT (Original)	REGION:	WCO:	DCNR, Hbg	STATE PARK:	HBG FILE	PFBC-FISHERIES ____ PFBC-MAINT. ____
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i e i e i submit one application to the appropriate Bureau of Law Enforcement Office listed below covering the county where the event will be held in accordance with the application deadlines.

**PENNSYLVANIA FISH AND BOAT COMMISSION
LAW ENFORCEMENT REGIONAL OFFICES**

NORTHWEST REGION

11528 State Highway 98
Meadville PA 16335

Phone: 814-337-0444

Email: RA-FBNWRLE@PA.GOV

COUNTIES: Butler, Clarion, Crawford, Erie, Forest, Lawrence, Mercer, Venango, and Warren

SOUTHWEST REGION

236 Lake Road
Somerset PA 15501

Phone: 814-445-8974

Email: RA-FBSWRLE@PA.GOV

COUNTIES: Allegheny, Armstrong, Beaver, Cambria, Fayette, Greene, Indiana, Somerset, Washington and Westmoreland

NORTHEAST REGION

5566 Main Road
Sweet Valley PA 18656

Phone: 570-477-5717

Email: RA-FBNERLE@PA.GOV

COUNTIES: Bradford, Carbon, Columbia, Lackawanna, Luzerne, Monroe, Pike, Sullivan, Susquehanna, Wayne, and Wyoming

SOUTHEAST REGION

Box 9
Elm PA 17521

Phone: 717-626-0228

Email: RA-FBSERLE@PA.GOV

COUNTIES: Berks, Bucks, Chester, Delaware, Lancaster, Lehigh, Montgomery, Northampton, Philadelphia, and Schuylkill

NORTHCENTRAL REGION

595 East Rolling Ridge Drive
Bellefonte, PA 16823

Phone: 814-359-5250

Email: RA-FBNCRLE@PA.GOV

COUNTIES: Cameron, Centre, Clearfield, Clinton, Elk, Jefferson, Lycoming, McKean, Montour, Northumberland, Potter, Snyder, Tioga, and Union

SOUTHCENTRAL REGION

1704 Pine Road
Newville PA 17241 9543

Phone: 717-486-7087

Email: RA-FBSCRLE@PA.GOV

COUNTIES: Adams, Bedford, Blair, Cumberland, Dauphin, Franklin, Fulton, Huntingdon, Juniata, Lebanon, Mifflin, Perry, and York

For statewide events, submit original application to the Bureau of Law Enforcement Headquarters at the address below.

PFBC-BLE

PO Box 67000

Harrisburg, PA 17106 or Email: RA-PFBCBLEHBG@PA.GOV

Appendix III



Bureau of Boating
P.O. Box 67000
Harrisburg, PA 17106-7000
fishandboat.com

Application for Permit to Install Floating Structures and Private Aids to Navigation

Read regulations on reverse side before completing this form. Complete all blocks; indicate N/A when items do not apply. Enclose check/money order payable to the PFBC, and mail application to the address listed above.

Type of permit (select one):		<input type="checkbox"/> Private (\$10)	<input type="checkbox"/> Commercial (\$20)	<input type="checkbox"/> Government
Reason for Application (select one):		<input type="checkbox"/> New*	<input type="checkbox"/> Change*	<input type="checkbox"/> Renewal
<p>*NOTE: If new application or change, ATTACH an accurate section of chart/map, or draw a detailed sketch of the waterway upon which proposed structure or aid is to be placed. Indicate position of structure or aid, distance from shore, other floating objects in vicinity, existing docks, roads, address, and adjacent property owner, as well as any other pertinent information.</p>				
Business Name (if applicable):				
First Name:	Middle Name:	Last Name:	Suffix:	
Mailing Address:				
City:	State:		Zip:	
Email:	Phone:			
TYPE of STRUCTURE or ATON SLOW NO WAKE BUOY _____ DANGER / HAZARD BUOY (rocks, shoals) _____ DANGER DAM BOUY (Restricted area) _____ SWIM AREA BUOY (Restricted area) _____ BOATS KEEP OUT BUOY (Restricted area) _____ CHANNEL BUOYS (red/green/midchannel) _____ MOORING BUOY _____		QTY _____ _____ _____ _____ _____ _____ _____	TYPE of STRUCTURE or ATON SLALOM COURSE BUOY _____ FLOATING SWIM DOCK _____ FLOATING BOAT DOCK _____ TRAMPOLINE / FLOAT _____ SKI RAMP _____ OTHER (list): _____ OTHER (list): _____	
What is the purpose for the structure or ATON?				
Are you aware of any objections from area landowners, local government officials, or other persons to the placing of this floating structure/ATON? If yes, please list:				
Body of Water:	County:	Specific area structure or ATON to be installed:		
Installation Date:	Removal Date:			
<input type="checkbox"/> I certify that the information contained in the application is true and correct to the best of my knowledge, information, and belief. <input type="checkbox"/> I have read and will comply with Title 58, Pennsylvania Code Chapter 113 Pennsylvania Fishing and Boating Regulations.				
Applicant Signature:			Date:	

DO NOT WRITE IN THE SECTION BELOW - PFBC USE ONLY

Comments:	<input type="checkbox"/> Approved <input type="checkbox"/> Disapproved	
The applicant is authorized a permit for the above structure and/or aid indicated in accordance with the application, any attachments hereto, and the regulations on the reverse side.		
Permit Number:	Issued:	Expiration (Unless terminated by PFBC):
Boating Bureau Signature / Title:		Date:

REGULATIONS APPLICABLE TO FLOATING STRUCTURES AND PRIVATE AIDS TO NAVIGATION

Title 58, Pennsylvania Code Chapter 113 Pennsylvania Fishing and Boating Regulations

Section 113.1. General.

- (a) The Coast Guard administers the U.S. Aids to Navigation System (33 CFR Part 62.) The System consists of federal aids to navigation operated by the Coast Guard, aids to navigation operated by other armed services, and private aids to navigation operated by other persons. This system is adopted by the Commission for use in Pennsylvania and is administered on waters not marked by the Coast Guard.
- (b) An aid to navigation is a device external to a vessel intended to assist a boater in determining position or safe course or warn of dangers or obstruction to navigation.

Section 113.2. Prohibited Acts.

- (a) Aids, other than those placed by the United States government, may not be placed on or along waters of this Commonwealth unless authorized by the Commission under Section 113.4. Permits.
- (b) A person may not moor or fasten watercraft to an authorized and lawfully placed state or federal buoy, beacon, or bridge. This section does not prohibit mooring of boats to authorized mooring buoys.
- (c) It is unlawful for an unauthorized person to move, remove, tamper, or injure a State or Federal aid or marker.
- (d) No person shall place an aid to navigation that is incompatible with the United States Aids to Navigation System.

Section 113.3 Omitted

Section 113.4. Permits.

- (a) Persons, including clubs, individual, state agencies, municipalities, and other groups, wishing to establish an aid shall apply for permission from the Commission on Form PFBC-277 at least 30 days prior to the intended date of installation. Application forms are available from and should be submitted to the PFBC, Bureau of Boating, P.O. Box 67000, Harrisburg, PA 17106-7000.
- (b) The authorization of the placement of a private aid to navigation does not grant exclusive privileges nor does it eliminate the necessity to comply with other Federal or State permitting requirements.

Section 113.5. Responsibilities of Permittees.

A permittee is solely responsible for placement and maintenance of private aids to navigation placed in waters of this Commonwealth under this Chapter. Private aids to navigation are the property of the permittee only and are not the property of the Commission or the Commonwealth. The permittee alone is responsible for claims related to the placement or maintenance of private aids to navigation. The permit will contain appropriate terms and conditions setting forth the responsibility of the permittee.

Section 113.6. Maintaining Aids to Navigation.

Permittee shall maintain private aids to navigation throughout the period specified in the permit in accordance with permit requirements. If, during the period specified in the permit, the private aid is not in place, the permittee shall notify the Commission in writing within 5 days, stating the status of the aid.

Section 113.7. Transfer of Permit.

Aids to navigation permits are not transferable. The party, or the successor in interest to the party, relinquishing responsibility for maintenance of the private aid to navigation shall advise the Commission in writing. The party accepting responsibility shall submit a new application.

Section 113.8 Accidents Involving Aids or Markers.

Accidents involving an aid or marker shall be reported to the Commission as soon as possible but not more than 5 days after the accident.

Section 113.9 Marking of Wrecks and Sunken Vessels

- (a) When a sunken or submerged object creates a hazard to navigation, the owner of the boat, barge, raft, or other craft, or of a motor vehicle or other obstruction, which is sunk in waters of this Commonwealth, is required to notify the Commission within 24 hours and to mark the hazard with a buoy or daymark during the day and with a light at night as the Commission directs.
- (b) Buoys established by the Commission to mark wrecks may be lighted and placed on the channel side of the wreck and as near to the wreck as conditions will permit.
- (c) Required markings shall be established and maintained until the wreck is removed or otherwise directed by the Commission.

Section 113.10. Permits for Installation and Lighting of Floats, Ski Ramps, and Other Floating Structures.

- (a) A person may not place a float, ski ramp, or other floating structure on or along the waters of this Commonwealth unless authorized by the Commission, or an authorized representative of the Federal Government.
- (b) Application shall be made on forms provided by the Commission at least 30 days prior to the intended date of installation of the structure.
- (c) A ski ramp, floating dock, swim dock, or other floating structure shall be lighted between sunset and sunrise and at other times when restricted visibility warrants it. Each structure shall show at least one all around white flashing or oscillating light visible for a distance of at least 1 mile. "Visible" means visible on a dark night with clear atmosphere.
- (d) The permittee shall maintain the floating structure in accordance with permit requirements. The permittee shall notify the Commission in writing within 5 days if the floating structure is not in place or lighted during the period when the permit specifies that it shall be in place or lighted.
- (e) **A STRUCTURE PERMITTED UNDER THIS SECTION SHALL DISPLAY THE PERMIT NUMBER IN CHARACTERS AT LEAST 3 INCHES IN HEIGHT IN A POSITION WHERE IT MAY BE OBSERVED EASILY BY AN OFFICER EMPOWERED TO ENFORCE THIS SECTION.**

Section 113.11. Unpermitted Buoys and Floating Structures.

- (a) It is unlawful to place or maintain buoys and floating structures on the waters of this Commonwealth without proper permits. The owner of a buoy or structure is responsible for obtaining the necessary permits prior to placing or maintaining the buoys or structure on Commonwealth waters.
- (b) Unpermitted buoys and structures shall be removed by the owner upon order of the Commission. If they are not removed, the Commission will remove or order their removal. The owner will be held responsible for the costs of the removal, in addition to payment of fines resulting from violation of this section.

Section 113.12 Omitted

Appendix IV

PENNSYLVANIA BOATING ACCIDENT REPORT

PENNSYLVANIA FISH & BOAT COMMISSION

Instructions: State Law requires this report to be completed and filed within 48 hours by the operator of the boat involved in an accident resulting in death, disappearance or injury requiring medical treatment beyond first aid. Accidents involving aggregate property damage exceeding \$2,000 must be reported within 10 days. If the operator is unable, the owner of every vessel involved must report the accident. All reports are confidential and for the use of the Commission for boating safety purposes only. Reports must be sent to: **Pennsylvania Fish & Boat Commission, Boating Accident Report, P.O. Box 67000, Harrisburg, PA 17106-7000.**

DATE OF ACCIDENT (M/D/Y)		TIME OF ACCIDENT <input type="checkbox"/> AM <input type="checkbox"/> PM	COUNTY	BODY OF WATER	LOCATION ON WATER	
# INJURED	# DEAD/MISSING	TOTAL \$ DAMAGE	LAW ENFORCEMENT ON ACCIDENT SCENE? <input type="checkbox"/> YES <input type="checkbox"/> NO		IF YES, LIST AGENCY NAME	
WEATHER (CHECK ALL THAT APPLY) <input type="checkbox"/> CLEAR <input type="checkbox"/> RAIN <input type="checkbox"/> CLOUDY <input type="checkbox"/> SNOW <input type="checkbox"/> FOG <input type="checkbox"/> HAZY		WATER CONDITIONS (CHECK ONE) <input type="checkbox"/> CALM (waves less than 6") <input type="checkbox"/> CHOPPY (waves 6" - 2') <input type="checkbox"/> ROUGH (waves 2 - 6') <input type="checkbox"/> VERY ROUGH (waves >6')		WIND CONDITIONS (CHECK ONE) <input type="checkbox"/> NONE <input type="checkbox"/> LIGHT (0 - 6 mph) <input type="checkbox"/> MODERATE (7 - 14 mph) <input type="checkbox"/> STRONG (15 - 25 mph) <input type="checkbox"/> STORM (over 25 mph)		TEMPERATURE WATER VISIBILITY (CHECK ONE) <input type="checkbox"/> GOOD <input type="checkbox"/> FAIR <input type="checkbox"/> POOR AIR STRONG CURRENT? <input type="checkbox"/> YES <input type="checkbox"/> NO
TYPE OF ACCIDENT (CHECK ALL THAT APPLY) <input type="checkbox"/> CAPSIZING <input type="checkbox"/> COLLISION WITH VESSEL <input type="checkbox"/> COLLISION WITH FIXED OBJECT <input type="checkbox"/> COLLISION WITH FLOATING OBJECT <input type="checkbox"/> FALL OVERBOARD <input type="checkbox"/> FALL IN BOAT <input type="checkbox"/> OTHER _____				CAUSE OF ACCIDENT (CHECK ALL THAT APPLY) <input type="checkbox"/> FIRE / EXPLOSION (fuel) <input type="checkbox"/> FIRE / EXPLOSION (other than fuel) <input type="checkbox"/> FLOODING / SWAMPING <input type="checkbox"/> SINKING <input type="checkbox"/> STRUCK BY BOAT / PROPELLER <input type="checkbox"/> SKIER MISHAP <input type="checkbox"/> IMPROPER LOOKOUT / INATTENTION <input type="checkbox"/> OPERATOR INEXPERIENCE <input type="checkbox"/> EXCESSIVE SPEED <input type="checkbox"/> MACHINERY FAILURE _____ <input type="checkbox"/> EQUIPMENT FAILURE _____ <input type="checkbox"/> IMPROPER LOADING <input type="checkbox"/> OVERLOADING <input type="checkbox"/> HAZARDOUS WEATHER / WATER <input type="checkbox"/> RESTRICTED VISION <input type="checkbox"/> IGNITION OF SPILLED FUEL / VAPOR <input type="checkbox"/> IMPROPER ANCHORING <input type="checkbox"/> ALCOHOL USE <input type="checkbox"/> FAILURE TO VENT <input type="checkbox"/> OTHER _____		

DESCRIBE WHAT HAPPENED

(Describe sequence of events. Include failure of equipment. If diagram is needed, attach separately. Continue on additional sheets if necessary. Include any information regarding the involvement of alcohol and/or drugs in causing or contributing to the accident. Include any descriptive information about the use of life jackets.)

VICTIM OR WITNESS INFORMATION

NAME & ADDRESS	STATUS (CHECK ONE)	DATE OF BIRTH	INJURY DESCRIPTION	MEDICAL TREATMENT?	LIFE JACKET WORN?
	<input type="checkbox"/> INJURED <input type="checkbox"/> DEAD <input type="checkbox"/> WITNESS ONLY			<input type="checkbox"/> YES <input type="checkbox"/> NO	<input type="checkbox"/> YES <input type="checkbox"/> NO
	<input type="checkbox"/> INJURED <input type="checkbox"/> DEAD <input type="checkbox"/> WITNESS ONLY			<input type="checkbox"/> YES <input type="checkbox"/> NO	<input type="checkbox"/> YES <input type="checkbox"/> NO
	<input type="checkbox"/> INJURED <input type="checkbox"/> DEAD <input type="checkbox"/> WITNESS ONLY			<input type="checkbox"/> YES <input type="checkbox"/> NO	<input type="checkbox"/> YES <input type="checkbox"/> NO
	<input type="checkbox"/> INJURED <input type="checkbox"/> DEAD <input type="checkbox"/> WITNESS ONLY			<input type="checkbox"/> YES <input type="checkbox"/> NO	<input type="checkbox"/> YES <input type="checkbox"/> NO

PENNSYLVANIA BOATING ACCIDENT REPORT

PENNSYLVANIA FISH & BOAT COMMISSION

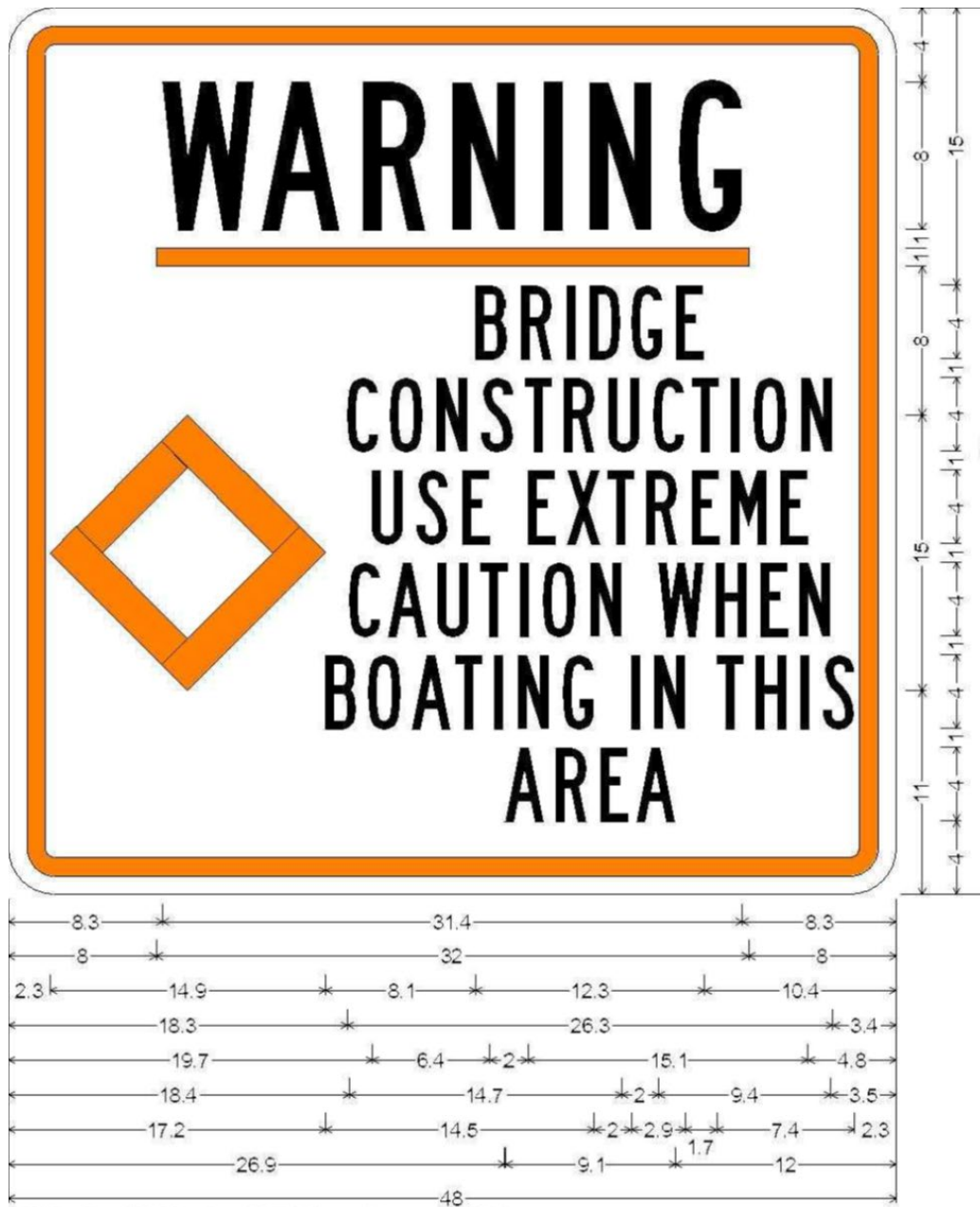
INFORMATION: OPERATOR #1			
OPERATOR NAME AND ADDRESS		IS OWNER DIFFERENT THAN OPERATOR? <input type="checkbox"/> YES <input type="checkbox"/> NO ----- OWNER NAME AND ADDRESS	
DATE OF BIRTH		OPERATOR EXPERIENCE (CHECK ONE) <input type="checkbox"/> 0 TO 10 HOURS <input type="checkbox"/> OVER 10, UP TO 100 HOURS <input type="checkbox"/> OVER 100, UP TO 500 HOURS <input type="checkbox"/> OVER 500 HOURS	
		OPERATOR EDUCATION (CHECK ONE) <input type="checkbox"/> NONE <input type="checkbox"/> STATE COURSE <input type="checkbox"/> USCG AUXILIARY <input type="checkbox"/> US POWER SQUADRONS <input type="checkbox"/> INTERNET <input type="checkbox"/> OTHER	

INFORMATION: VESSEL #1							
THIS VESSEL ONLY	# INJURED	# DEAD	ESTIMATED \$ DAMAGE	RENTED BOAT? <input type="checkbox"/> YES <input type="checkbox"/> NO	# OF PERSONS ONBOARD	# OF PERSONS TOWED	
REGISTRATION NUMBER (PA OR DOC #)			MFR. HULL ID #	BOAT NAME			LENGTH
BOAT MANUFACTURER		BOAT MODEL		YEAR BUILT	TYPE OF FUEL	# OF ENGINES	HORSEPOWER
ACTIVITY <input type="checkbox"/> RECREATIONAL <input type="checkbox"/> COMMERCIAL <input type="checkbox"/> OTHER _____				FIRE EXTINGUISHER ONBOARD? <input type="checkbox"/> YES <input type="checkbox"/> NO	FIRE EXTINGUISHER USED? <input type="checkbox"/> YES <input type="checkbox"/> NO	# OF LIFE JACKETS ONBOARD	LIFE JACKETS WORN? <input type="checkbox"/> YES <input type="checkbox"/> NO
TYPE OF BOAT (CHECK ONE) <input type="checkbox"/> OPEN MOTORBOAT <input type="checkbox"/> CABIN MOTORBOAT <input type="checkbox"/> PERSONAL WATERCRAFT <input type="checkbox"/> HOUSEBOAT <input type="checkbox"/> SAILBOAT (aux. engine) <input type="checkbox"/> SAILBOAT (sail only) <input type="checkbox"/> CANOE <input type="checkbox"/> KAYAK <input type="checkbox"/> PONTOON <input type="checkbox"/> AIR BOAT <input type="checkbox"/> RAFT <input type="checkbox"/> ROWBOAT <input type="checkbox"/> OTHER (specify) _____		HULL MATERIAL (CHECK ONE) <input type="checkbox"/> WOOD <input type="checkbox"/> ALUMINUM <input type="checkbox"/> FIBERGLASS <input type="checkbox"/> PLASTIC <input type="checkbox"/> RUBBER / VINYL <input type="checkbox"/> STEEL <input type="checkbox"/> OTHER (specify) _____		PROPULSION (CHECK ONE) <input type="checkbox"/> OUTBOARD <input type="checkbox"/> INBOARD <input type="checkbox"/> INBOARD / OUTBOARD <input type="checkbox"/> JET <input type="checkbox"/> SAIL ONLY <input type="checkbox"/> PADDLE / OARS <input type="checkbox"/> OTHER (specify) _____		OPERATION AT TIME OF ACCIDENT (CHECK ONE) <div style="display: flex; justify-content: space-between;"> <div> <input type="checkbox"/> CRUISING <input type="checkbox"/> CHANGING DIRECTION <input type="checkbox"/> CHANGING SPEED <input type="checkbox"/> TOWING SKIER / TUBER <input type="checkbox"/> TOWING SKIER - SKIER DOWN <input type="checkbox"/> TOWING ANOTHER VESSEL <input type="checkbox"/> BEING TOWED BY ANOTHER VESSEL </div> <div> <input type="checkbox"/> DRIFTING <input type="checkbox"/> AT ANCHOR <input type="checkbox"/> TIED TO DOCK <input type="checkbox"/> LAUNCHING <input type="checkbox"/> DOCKING / LEAVING DOCK <input type="checkbox"/> SAILING <input type="checkbox"/> OTHER (specify) _____ </div> </div> SPEED _____ MPH	

INFORMATION: OPERATOR #2	
OPERATOR NAME AND ADDRESS	IS OWNER DIFFERENT THAN OPERATOR? <input type="checkbox"/> YES <input type="checkbox"/> NO ----- OWNER NAME AND ADDRESS

INFORMATION: VESSEL #2							
THIS VESSEL ONLY	# INJURED	# DEAD	ESTIMATED \$ DAMAGE	RENTED BOAT? <input type="checkbox"/> YES <input type="checkbox"/> NO	# OF PERSONS ONBOARD	# OF PERSONS TOWED	
REGISTRATION NUMBER (PA OR DOC #)			MFR. HULL ID #	BOAT NAME			LENGTH
BOAT MANUFACTURER		BOAT MODEL		YEAR BUILT	TYPE OF FUEL	# OF ENGINES	HORSEPOWER
ACTIVITY <input type="checkbox"/> RECREATIONAL <input type="checkbox"/> COMMERCIAL <input type="checkbox"/> OTHER _____				FIRE EXTINGUISHER ONBOARD? <input type="checkbox"/> YES <input type="checkbox"/> NO	FIRE EXTINGUISHER USED? <input type="checkbox"/> YES <input type="checkbox"/> NO	# OF LIFE JACKETS ONBOARD	LIFE JACKETS WORN? <input type="checkbox"/> YES <input type="checkbox"/> NO
TYPE OF BOAT (CHECK ONE) <input type="checkbox"/> OPEN MOTORBOAT <input type="checkbox"/> CABIN MOTORBOAT <input type="checkbox"/> PERSONAL WATERCRAFT <input type="checkbox"/> HOUSEBOAT <input type="checkbox"/> SAILBOAT (aux. engine) <input type="checkbox"/> SAILBOAT (sail only) <input type="checkbox"/> CANOE <input type="checkbox"/> KAYAK <input type="checkbox"/> PONTOON <input type="checkbox"/> AIR BOAT <input type="checkbox"/> RAFT <input type="checkbox"/> ROWBOAT <input type="checkbox"/> OTHER (specify) _____		HULL MATERIAL (CHECK ONE) <input type="checkbox"/> WOOD <input type="checkbox"/> ALUMINUM <input type="checkbox"/> FIBERGLASS <input type="checkbox"/> PLASTIC <input type="checkbox"/> RUBBER / VINYL <input type="checkbox"/> STEEL <input type="checkbox"/> OTHER (specify) _____		PROPULSION (CHECK ONE) <input type="checkbox"/> OUTBOARD <input type="checkbox"/> INBOARD <input type="checkbox"/> INBOARD / OUTBOARD <input type="checkbox"/> JET <input type="checkbox"/> SAIL ONLY <input type="checkbox"/> PADDLE / OARS <input type="checkbox"/> OTHER (specify) _____		OPERATION AT TIME OF ACCIDENT (CHECK ONE) <div style="display: flex; justify-content: space-between;"> <div> <input type="checkbox"/> CRUISING <input type="checkbox"/> CHANGING DIRECTION <input type="checkbox"/> CHANGING SPEED <input type="checkbox"/> TOWING SKIER / TUBER <input type="checkbox"/> TOWING SKIER - SKIER DOWN <input type="checkbox"/> TOWING ANOTHER VESSEL <input type="checkbox"/> BEING TOWED BY ANOTHER VESSEL </div> <div> <input type="checkbox"/> DRIFTING <input type="checkbox"/> AT ANCHOR <input type="checkbox"/> TIED TO DOCK <input type="checkbox"/> LAUNCHING <input type="checkbox"/> DOCKING / LEAVING DOCK <input type="checkbox"/> SAILING <input type="checkbox"/> OTHER (specify) _____ </div> </div> SPEED _____ MPH	

Name of person completing this report _____ Signature of person completing this report _____	QUALIFICATION OF PERSON COMPLETING REPORT <input type="checkbox"/> OPERATOR <input type="checkbox"/> OWNER <input type="checkbox"/> OTHER (specify) _____
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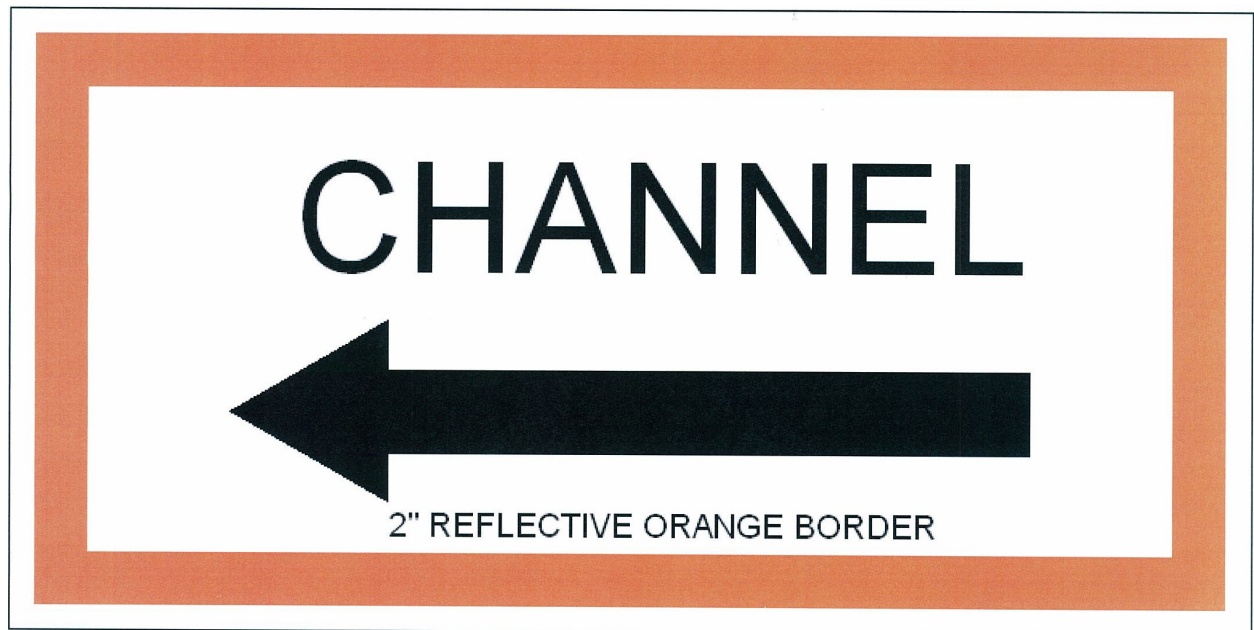


2.5" Radius, 1.0" Border, 1.0" Indent, Orange on White;

"WARNING" Black B; Horizontal Line White; "BRIDGE" Black B; "CONSTRUCTION" Black B;

"USE EXTREME" Black B; "CAUTION WHEN" Black B; "BOATING IN THIS" Black B;

"AREA" Black B;

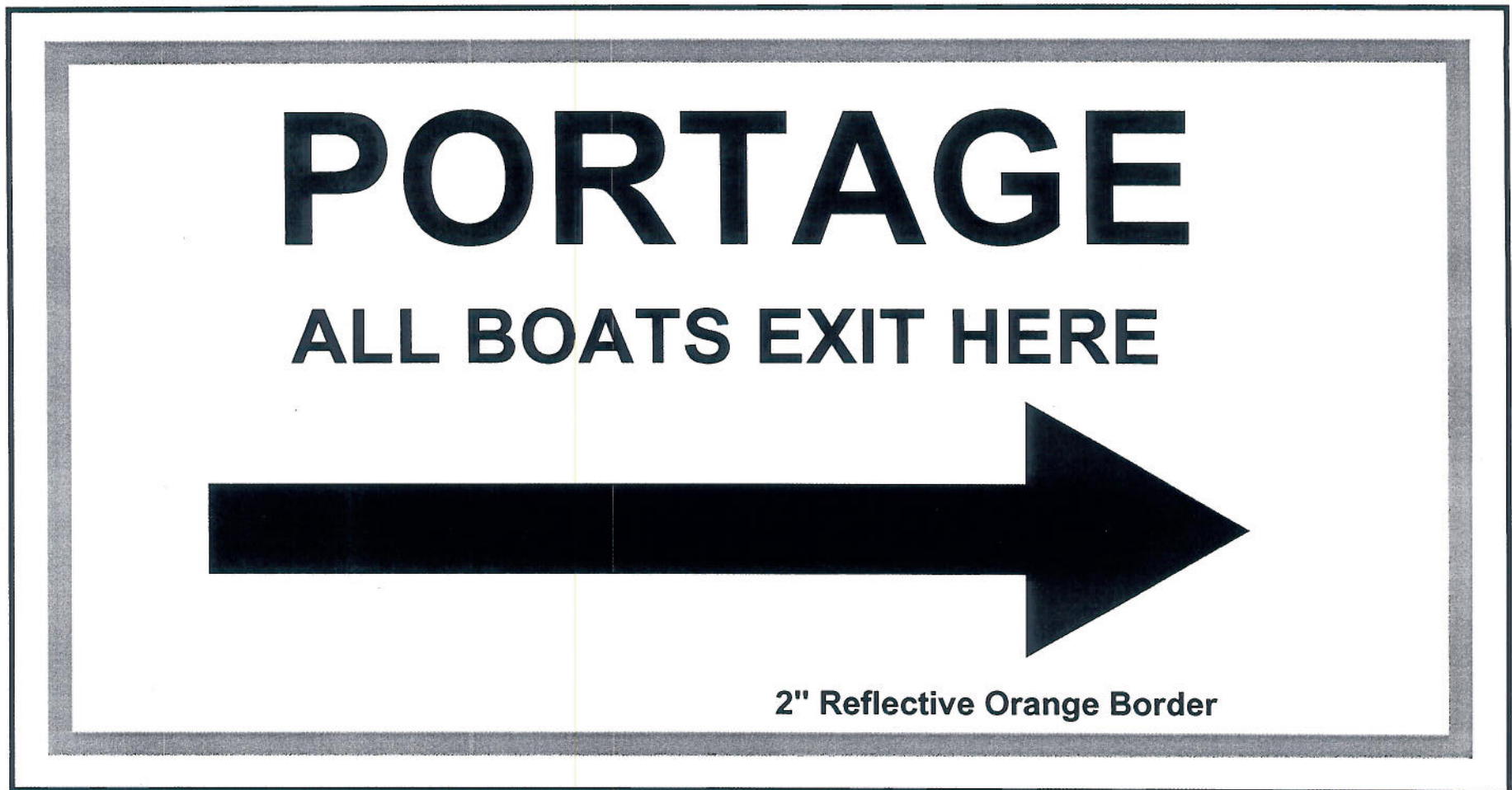


CHANNEL LEFT

47.5" x 84" with 5" Text

WARNING
SUBMERGED PIPELINES
POTENTIAL LOW WATER
NAVIGATION HAZARD
PROCEED WITH CAUTION

Start border 1" from edge of sign



4' Wide x 2' High Sign

All letters and arrow (black) and in proportion to size of sign

.080 Gauge Aluminum (recommendation only)

Engineer Grade Reflective Paper (White Background)



DANGER DAM

STAY BACK 200 FEET



NO BOATING



NO SWIMMING



NO WADING

Strong currents and turbulent water above and below this dam can trap and drown a person.

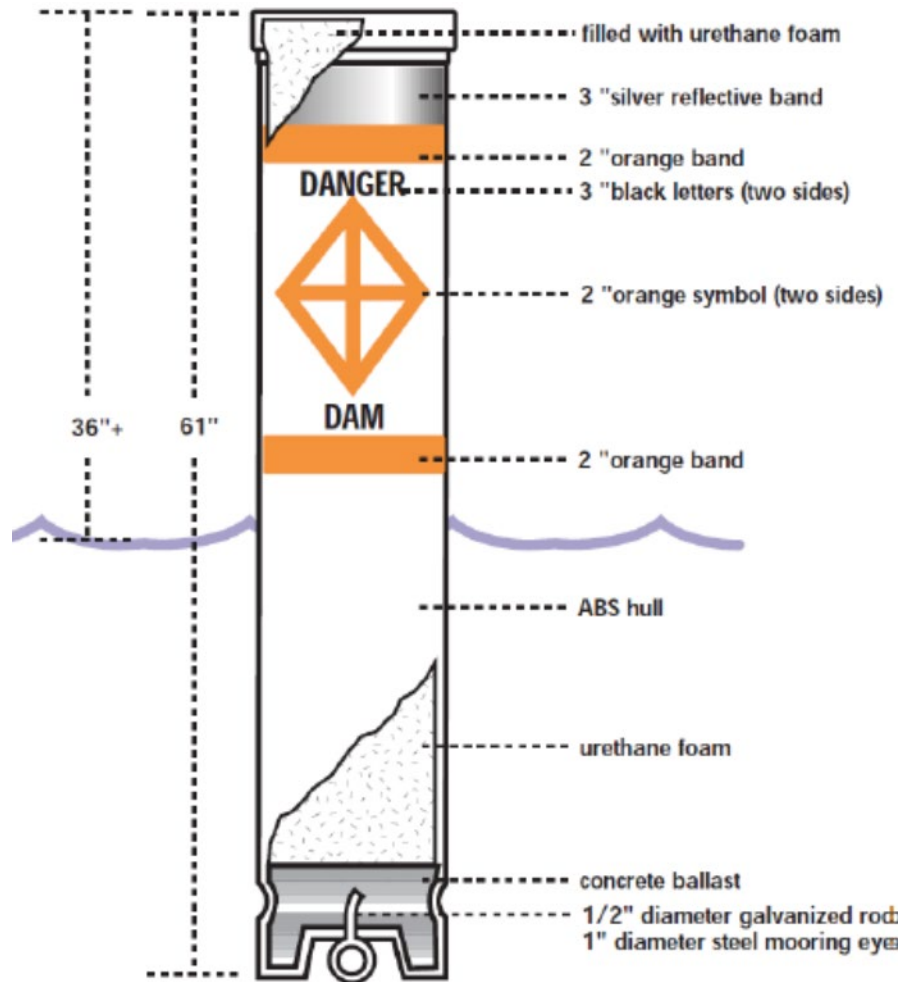
Penalty for Violation as Provided by Law • Pennsylvania Fish and Boat Commission

UPSTREAM DAM

WARNING SIGN

48 inches x 48 inches

Appendix VI





Guidelines for Aids to Navigation (ATON) Plans

Updated April 2025

General Requirements: An Aids to Navigation (ATON) plan is generally required when a proposed project will have a potential impact on recreational boating. The main purpose of an ATON plan is to ensure the safety of recreational boaters who may attempt to travel through or near an area impacted by a project. If a project will occur over, in, or on a Commonwealth waterway where recreational boating occurs, it is likely a plan will be required. In determining whether a project will impact recreational boating, the Pennsylvania Fish and Boat Commission (Commission) will look at several factors, including but not limited to the following areas:

Is the waterway used by recreational boaters?

1. Is the waterway designated as a Water Trail? Information on the Pennsylvania Water Trail program can be found at <https://pfb.bc.pa.gov/WaterTrail.htm>. In addition to an ATON plan, these waters will also require Section 4(f) documentation. If there are questions regarding the designation or beginning/end of a Water Trail, please refer to the point of contact listed in this document.
2. Is the waterway listed in Keystone Canoeing, or on the websites AmericanWhitewater.org, paddling.com, or kayakguru.com?
3. Is there a public access area in the vicinity? Commission-owned or managed access areas, as well as other publicly accessible launch ramps, can be found at: <https://www.pa.gov/agencies/fishandboat/boating/where-to-boat.html>
4. Is the area regularly used by boaters? When a waterway is not an officially designated Water Trail, included on the American Whitewater website, paddling or kayaking websites, or on the Commission's list of public access areas, an ATON plan may still be required if the area is regularly used by boaters.

Will the project impact recreational boating?

1. Will a causeway be used? If a causeway is to be utilized (either partial or full width), an ATON plan will be required.
2. Will there be encroachment? Projects that do not involve a causeway but do include other forms of encroachment such as cofferdams, equipment in the waterway, or closure of portions of the waterway due to overhead work require an ATON plan.

If there is a project that does not fit into either of the above categories but is believed to impact recreational boating, information should be forwarded to the Commission's Bureau of Boating for final determination.

What should an ATON Plan include?

Once a determination has been made that an ATON plan is required, a complete package including the following items should be forwarded to the Commission:

1. **Narrative** – A 1- or 2-page narrative outlining project location, scope, dates of construction, and description of proposed ATON plan. Must include mailing address for individual to whom ATON plan approval is to be forwarded.
2. **Maps** – Quadrangle map showing overview of area AND additional map showing close-up view of the project area in relation to waterway, nearby access areas, marinas, or other boating related points of interest.
3. **Photographs** – Include views of the waterway both upstream and downstream, as seen from the project location.
4. **Project plan(s)** – Copy of project plan(s) similar to those prepared for E&S controls, indicating causeways, encroachments or other impacts to recreational boating AND proposed ATON, including both signs and buoys. Projects involving more than one phase should include a plan for each phase showing specific ATON for each specific phase. These plans should be prepared specifically for ATON and NOT be a copy of another necessary plan (such as those prepared for E&S approval) with ATON added. This allows for better focus on ATON placement without unnecessary information for this review.
5. **Examples of proposed ATON** – Drawing or photos of all proposed signs and buoys, including proper symbol and wording, is a required aspect of the ATON plan. Examples of many of the more popular signs and buoys are attached.

PFBC -277

All projects including floating structures or private ATON (buoys) require an ATON permit in addition to ATON plan approval. [Form PFBC-277 “Application to Install Floating Structure\(s\) or Private Aids to Navigation”](#) must be submitted at least 60 days prior to installation of any such items. Permit applications must be submitted via USPS and require payment of the application fee at time of submission. Permit applications submitted directly by PENNDOT do not require payment of this fee. Permits are issued on an annual basis, expiring December 31st of each year, and must be renewed annually for multiple-year projects. Permits issued to PENNDOT are valid for three years.

Signs & ATON

Projects occurring on smaller waterways utilized primarily by non-powered paddlecraft such as canoes and kayaks (due to size of waterway and/or depth of water) require only land-based signs. Larger waterways, or those where power boat use is a common or potential activity, require water-based ATON (buoys) during boating season AND shore-based signs during non-boating season. Boating season is generally defined as April 1st thru Nov 1st annually.

Warning Signs — Required on all projects for which an ATON plan is issued and must be placed at least 200 feet upstream and downstream of the project in locations visible to boaters at all times.

Channel Signs — Required when a portion of a waterway is blocked to recreational traffic and boaters must be directed to the safest passage route. These signs may identify either “Safe Channel” or simply “Channel.” (See Attachment B.)

Portage Signs — Required when project activities either close a waterway to boating traffic or make passage through the open area too dangerous. These signs must be placed upstream and downstream of the project to identify entry to a land-based portage trail allowing non-powered boaters to maneuver around the project area. Design of these signs will be similar to Channel Signs with necessary change in wording.

Buoys — Must be standard 6-foot inland regulatory buoys. The majority of these buoys are white in color and include standard symbols identifying the nature of the restriction in orange, with text in black letters. (See Attachment D.) If channel buoys are required, they will be similar in size and either red or green in color. Depending upon the waterway and the nature of the project, some or all of the required buoys may need to be lighted. Lighting must conform to U.S. Coast Guard standards.

De Minimis

Commission staff may determine the proposed project has negligible impact to the waterway and recreational boating and the requirement for ATON placement may be waived. This decision is at the discretion of the ATON plan reviewer.

U.S. Coast Guard Approval

If the project is occurring on federally navigable waters under joint jurisdiction, a copy of a USCG PATON Permit or letter from the local USCG District stating a waiver has been granted is required. This approval takes longer to obtain than Commission review and should be sought as soon as possible.

Submitting ATON Plans

As of 2013, *all* ATON plans must be submitted to one central office for review, regardless of the type of project or area of the Commonwealth in which the project is located. Submission of plans or questions to other Commission offices may result in delays. Plans may be mailed to:

**Pennsylvania Fish and Boat Commission
Bureau of Boating
ATON Plan Review
PO Box 67000
Harrisburg PA 17106**

Plans may also be submitted via email (3MB or less) to RA-FB-ATONPLANS@pa.gov
All telephone inquiries should be directed to **717-705-7816**